

NAVAL POSTGRADUATE SCHOOL

Monterey, California



THESIS

AN ECONOMIC AND OPERATIONAL FEASIBILITY ANALYSIS
OF THE ELIMINATION OF A SHIPBOARD
AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

by

Robert L. Shoemaker

March, 1994

Thesis Advisor:

Thomas P. Moore

Approved for public release; distribution is unlimited.

19950308 019

REPORT DOCUMENTATION PAGE			Form Approved OMB No. 0704	
Public reporting burden for this collection of information is estimated to average 1 hour per response, including the time for reviewing instruction, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302, and to the Office of Management and Budget, Paperwork Reduction Project (0704-0188) Washington DC 20503.				
1. AGENCY USE ONLY (Leave blank)	2. REPORT DATE March 1994.	3. REPORT TYPE AND DATES COVERED Master's Thesis		
4. TITLE AND SUBTITLE An Economic and Operational Feasibility Analysis of the Elimination of a Shipboard Aircraft Intermediate Maintenance Department		5. FUNDING NUMBERS		
6. AUTHOR(S) LT Robert L. Shoemaker				
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) Naval Postgraduate School Monterey CA 93943-5000		8. PERFORMING ORGANIZATION REPORT NUMBER		
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)		10. SPONSORING/MONITORING AGENCY REPORT NUMBER		
11. SUPPLEMENTARY NOTES The views expressed in this thesis are those of the author and do not reflect the official policy or position of the Department of Defense or the U.S. Government.				
12a. DISTRIBUTION/AVAILABILITY STATEMENT Approved for public release; distribution is unlimited.		12b. DISTRIBUTION CODE A		
13. ABSTRACT (maximum 200 words) A decreased budget for the Department of Defense forces examination of methods to reduce costs. One method that involves Naval aircraft maintenance is to consolidate all intermediate level aircraft maintenance at a the shore AIMD and eliminate the shipboard AIMD. Shipboard support for the aircraft is provided with an increased AVCAL. Aviation 3M data from the May to November 1989 deployment of the USS America (CV 66) is examined to estimate the economic and operational feasibility of the elimination of the shipboard AIMD. The analysis examines the present method of aircraft intermediate level maintenance support and the proposed method of intermediate level support in accordance with the current instructions and directives. The material requirements, manpower, and methods of maintenance in each system are analyzed and the differences between the systems are highlighted. The analysis revealed that the costs required to implement the proposed system are quite large. The changes required to dismantle the shipboard maintenance activities and expand the shore facilities require extensive investment. It was found that this investment would not be recovered swiftly because changes in proposed support methodology generate additional costs.				
14. SUBJECT TERMS Aircraft Intermediate Maintenance, AVCAL, Repairable Components, IMA, QUICKTRANS, COD, Failure Rate, Turn-around-time, Aviation 3M Data, SEAOPDET		15. NUMBER OF PAGES 171		
		16. PRICE CODE		
17. SECURITY CLASSIFICATION OF REPORT Unclassified	18. SECURITY CLASSIFICATION OF THIS PAGE Unclassified	19. SECURITY CLASSIFICATION OF ABSTRACT Unclassified	20. LIMITATION OF ABSTRACT UL	

TABLE OF CONTENTS

I. INTRODUCTION	1
A. BACKGROUND	1
B. PURPOSE	4
C. SCOPE, LIMITATIONS, AND APPROACH	5
D. SOURCES OF DATA	9
E. ORGANIZATION OF STUDY	11
II. THE CURRENT SYSTEM	13
A. MATERIAL	14
1. Material Provisioning	14
2. Material Support	15
3. AVCAL Operations	18
B. TRANSPORTATION	24
1. Surface Transportation	25
2. Air Transportation	25
3. Cost Comparison of Transportation Modes	26
C. MANPOWER	27
III. THE PROPOSED SYSTEM	29
A. MATERIAL	29
1. AVCAL Provisioning	29
2. Physical Feasibility	30

3. Storage Methodology	31
4. Changes in Shore Operations	33
B. TRANSPORTATION	35
C. MANPOWER	36
1. AIMD Personnel	36
2. AIMD Support	37
3. Limiting Factors	38
IV. ANALYSIS OF THE PROPOSED SYSTEM	39
A. MATERIAL	41
1. AVCAL Economics	42
2. Physical Feasibility	48
3. AVCAL Sufficiency	50
4. Changes to Enable Shore Based Support . . .	52
B. TRANSPORTATION	57
1. Modes of Transportation	57
2. Costs of Transportation	59
C. MANPOWER	61
1. Personnel Costs	62
2. Limiting Factors	63
V. CONCLUSIONS AND RECOMMENDATIONS	66
A. SUMMARY OF FINDINGS	66
1. Economics	66
2. Operations	70
B. CONCLUSIONS	71

C. AREAS FOR FURTHER RESEARCH	72
APPENDIX A (LOCAL REPAIR CYCLE REQUIREMENTS TABLE) . . .	74
APPENDIX B (ITEMS REPAIRED BY CV 66 AIMD, MAY-AUG 1989). .	75
APPENDIX C (ITEMS REPAIRED BY CV 66 AIMD, MAY-SEP 1989). .	100
APPENDIX D (ITEMS REPAIRED BY CV 66 AIMD, MAY-NOV 1989). .	129
LIST OF REFERENCES	161
INITIAL DISTRIBUTION LIST.	164

I. INTRODUCTION

A. BACKGROUND

Naval Aviation plays a vital role in today's National Defense Strategy. Aircraft carriers and their attached airwings are primary participants in today's peacekeeping role due to their mobility and operational flexibility. Aircraft carriers can respond quickly to events that are perceived as threats to American assets in any part of the world.

The aircraft that compose the deployed airwing are the instruments used by the aircraft carrier to respond to volatile situations. The aircraft greatly expand the operational horizon of the ship because they are capable of flying great distances, over land and sea, to perform their assigned missions. The operational capability of Naval aircraft determine whether they can perform their prescribed missions and contribute to defense strategy. Maintenance must be performed on aircraft and aircraft systems to preserve and sustain their operational capability and directly contribute to the accomplishment of their assigned missions.

Maintenance of aircraft in the United States Navy is performed at three separate levels: organizational, intermediate, and depot. Organizational level maintenance is performed by the end-users and "normally consists of inspecting,

servicing, lubricating, adjusting, and replacing parts, minor assemblies, and subassemblies on aircraft" [Ref. 1:p. C-18].

Intermediate level maintenance is a more intricate level of maintenance that is performed on aviation related systems and components by the Aircraft Intermediate Maintenance Department (AIMD). These departments are located at Naval Air Stations (NAS) and on aviation capable ships that have more than one aircraft squadron assigned.

Depot level maintenance is the highest level of maintenance. It involves "restorative or additive work performed on aircraft, aircraft equipment, and aircraft support equipment (SE). Depot level maintenance work is done at Naval Aviation Depots (NADEPs), contractors, and other industrial establishments designated by the type commander" [Ref. 1:p. C-19].

The intricacy of a required maintenance action determines the level at which the maintenance will be performed. The complexity of maintenance performed at a Naval aviation activity increases from the organizational level, through the intermediate level, to the depot level for aircraft maintenance performed in accordance with the Naval Aviation Maintenance Program (OPNAVINST 4790.2E) published in the Office of the Chief of Naval Operations.¹

¹The NAMP provides an integral system of policies, procedures, and responsibilities for performing aeronautical equipment maintenance and all related support functions for aircraft in the Navy. [Ref. 1:p. 1]

Intermediate level maintenance, the focus of this study, is accomplished aboard ship and ashore at the NAS. The shipboard AIMD directly supports the aircraft that compose the carrier airwing (CVW) attached to the ship when the ship is underway. When the ship is not underway, the aircraft squadrons in the airwing operate ashore at their home Naval Air Stations (NAS) and are provided intermediate level maintenance support by the AIMD at their respective NAS.

Intermediate level maintenance involves "calibration, repair, or replacement of damaged or unserviceable parts, components, or assemblies; the emergency manufacture of nonavailable parts; and the provision of technical services to the using organizations" [Ref. 1:p. C-18]. This capability is achieved with the assigned support equipment (SE), tools, test equipment, and technical data at the AIMD. These items are tailored according to the specific type, model, series, and number of aircraft, SE, and associated systems that the AIMD directly supports.

The AIMD support aboard ship is a consolidation of the intermediate level aircraft maintenance support required for each of the various aviation squadrons in the attached airwing. It includes all test equipment peculiar to each type, model, and series aircraft system and SE assigned. This is in contrast to the shore based AIMD at the NAS, which provides intermediate level maintenance support for aircraft when they are not deployed aboard ship. Shore based AIMDs concentrate

their maintenance support on the specific type/model/series aircraft that are home based at that NAS. The support is spread over a much larger quantity of similar aircraft, as the total fleet complement of a particular type aircraft are based at one of the five Atlantic or four Pacific NAS's; just a few different specific type/model/series aircraft are located at each individual NAS.

Aboard an aviation capable ship there are a number of squadrons of different type, model, and series of aircraft. Therefore there is an increased variety of aircraft to support. Thus the range of support equipment (SE) required is increased, while the depth of peculiar support equipment (PSE) is significantly less than that required at the home NAS.²

B. PURPOSE

With the current trend of decreasing budgets, the Department of Defense (DoD) is a frequent target for cuts due to the "Peace Dividend." Because of this, the DoD is constantly searching for means to reduce costs while maintaining the high state of readiness required to protect American interests and maintain stability in today's ever-changing global environment. The Department of the Navy (DoN), a prime player in current DoD policy due to its operational flexibility, must

²PSE - An item of SE that must be designed and developed in conjunction with the development of a specific weapons system and does not meet the criteria of common support equipment (CSE). [Ref. 1:p. C-33]

adhere to and endure the current directives that flow down the chain of command and initiate or stress economy and conservation in all facets of operations.

Desire has been expressed for an examination of the means in which scarce resources can be conserved and effectively used to provide sound aviation maintenance support for the Navy. This thesis is an examination of the economic and operational feasibility of concentrating intermediate level maintenance support for naval aircraft at the shore (NAS) AIMD, and eliminating the afloat AIMD. This thesis will examine the feasibility of providing shipboard support via inventories and fast transportation of spare parts, versus the current method of direct maintenance support by an afloat AIMD.

C. SCOPE, LIMITATIONS, AND APPROACH

This thesis examines the Mediterranean deployment of USS America (CV 66) from 11 May to 8 November 1989. The Aviation 3M (Maintenance and Material Management) data for the deployment was studied to determine the frequency of failure for each item repaired in the ship's AIMD.³ From this data, the number of spare repairable components required to maintain a set level of availability and readiness is calculated.

³Aviation 3M data - Data products designed to provide statistical data for use as a management tool for efficient and economical management of maintenance organizations. [Ref. 2:p. 2-1]

An important aspect of this study is that the data used to test the proposed system for feasibility was the Aviation 3M data from the deployment of the USS America (CV 66) from May to November 1989. The specific types and failure rates of the components repaired at the shipboard AIMD were directly related to USS America, the type of aircraft in its airwing, and the number of flight hours executed during the deployment. Great caution must therefore be used in any attempt to extend the results of this thesis to other aircraft carriers and future deployments.

Examination of the feasibility of providing shipboard support through spare parts instead of embarked intermediate level maintenance concentrates on the logistical aspects of the proposed support in comparison to the current Intermediate Maintenance Activity (IMA) support that is provided. Economic and operational characteristics are highlighted.

In this thesis, we investigate the cost differences if all intermediate level maintenance support is located ashore at the NAS. The Aviation Consolidated Allowance List (AVCAL),⁴ a significant economic factor in shipboard IMA support, will be examined under the current and the proposed support systems. The factors used in determining the AVCAL allowance,

⁴AVCAL - An authoritative document listing the major components, repair parts, and consumable items required by a ship or MAG to perform its operational mission in support of assigned aircraft with consideration for available organic repair capability. [Ref. 3:p. 1-2]

the Local Repair Cycle Requirements (LRCR) and the Raw Attrition Quantity (RAQ) are analyzed.⁵ The effects of each method of intermediate level maintenance support on those factors affecting the AVCAL allowance are examined and the resulting economic consequences on IMA support are shown.

This research also examines the physical feasibility of providing shipboard support with spare parts instead of intermediate level maintenance. The quantity and size (cube) of the increased repairable components required for shipboard support are compared to the storage space that is available aboard ship. In the proposed system, the amount of storage space available is greater than the amount available in the current system because the existing AIMD spaces would be vacant. This would allow storage of more components. The method of storage is examined with regard to the type of storage that is available (e.g. racks, shelves, pallets, etc.) and the logistical factors considered in selecting the type of storage medium are presented. The physical size of the storage equipment is factored into the physical feasibility examination of required versus available space.

⁵LRCR - If an activity has repair capability for a component; the number of components that are forecasted to be required for support when a similar component is in the AIMD repair cycle. [Ref. 4:Encl. 2:p. 1]

RAQ - The number of repairable items that are forecasted, with the use of historical 3M data, to be unrepairable on board ship. [Ref. 4:Encl. 2:p. 2]

Associated with providing intermediate level maintenance support from the beach for a deployed unit are the increased costs of moving material between the supporting activities and the users. This process is examined for all available modes of transportation and the advantages and disadvantages of each are discussed.

A final factor examined is the personnel aspect of the IMA. Changes in assignment of personnel affected by the proposed system are examined in all departments of the IMA. The examination focuses on the change in place of duty for "core" AIMD personnel in ship's company and Sea Operational Detachment (SEAOPDET) personnel.⁶ The study also examines changes in the existing shipboard support for these personnel and the associated changes in the billet structure of supply personnel that provide that support.

The primary limitations of this study are that it examines the proposed system for only one Atlantic Fleet aircraft carrier, with the specific type, model, and series aircraft in its airwing, and a single deployment to the Mediterranean Sea during peacetime. The support and logistics network for forward deployed Pacific units are markedly different. The study could be expanded to include other aviation capable ships with

⁶SEAOPDET - a sea duty component assigned to the shore Aircraft Intermediate Maintenance Department (AIMD), used to augment the Aircraft Carrier (CV) AIMD in support of Carrier Air Wing (CVW) embarkations. [Ref. 1:p. C-30]

different airwing composition, or to the aircraft maintenance and logistics support channels of the Pacific Fleet.

D. SOURCES OF DATA

A large majority of the information acquired during this research was obtained from current DoD, DoN, and OPNAV instructions and forms. These contained information that described current IMA support methodology and provided guidelines to be followed when the forecasted IMA support was formulated in the proposed model.

Volume III and Volume V of The Naval Aviation Maintenance Program (NAMP) (OPNAVINST 4790.2E) were used to define the current system and to provide a basis for the operating parameters of the proposed system [Refs. 1, 2]. Volume III contains the standard operating procedures to be followed when performing intermediate level aircraft maintenance in the IMA. It outlines the current IMA support and was used as guidance for structure and operation of the proposed system.

Volume V of The Naval Aviation Maintenance Program provided procedures and policy for documentation of maintenance actions on aircraft. It outlined the standardized methods used for aircraft maintenance documentation and record keeping; and described techniques used to study documentation to analyze, troubleshoot, and improve aircraft maintenance in the Navy. The information in Volume V was frequently used in this study, as the Aviation 3M data from actual fleet opera-

tions was studied for feasibility analysis of the proposed system.

Another useful piece of literature was a Naval Postgraduate School thesis published in 1983 by Commander Mark L. Mitchell entitled, "A Retail Level Inventory Model for Naval Aviation Repairable Items" [Ref. 5]. This thesis provided a detailed examination of the AVCAL process. Commander Mitchell's thesis was quite informative as the change in AVCAL support and management is one of the most significant aspects of this study.

A major logistical factor considered in this study is the material required to support flight operations aboard ship. The primary instrument used for this support is the Aviation Consolidated Allowance List (AVCAL). Information about formulation and initial outfitting of an activity with an AVCAL and the factors used to maintain and monitor the AVCAL at an activity was obtained from three DoD instructions: "Aviation Consolidated Allowance List (AVCAL) Quality Reviews, procedures and information pertaining to" (COMNAVAIRLANTINST 4423.9A) [Ref. 3], "Organizational Support Inventory (OSI) for Ships and Marine Air Groups (MAGs) Utilizing the Aviation Consolidated Allowance List (AVCAL) Process" (FASOINST 4441.15F) [Ref. 4], and "Policy for Management of Authorized Stock Levels (Fixed Allowances) for Navy Depot Level and Field Level Repairables" (NAVSUP INSTRUCTION 4440.160A) [Ref. 6]. These documents describe the methods used to construct, modify, and

manage the AVCAL. The instructions provided set procedures to be followed during the analysis of the proposed system for material feasibility.

Aviation 3M data obtained from the Navy Maintenance Support Office (NAMS0) and Naval Aviation Logistics Data Analysis (NALDA) data from the Naval Aviation Maintenance Office (NAMO) were studied to determine the operational feasibility of the proposed system. These references showed documentation for all of the items processed by the AIMD aboard the USS America (CV 66) during the studied deployment. This data was used with the proposed system to simulate fleet operations with no afloat AIMD. The actual data from fleet operations enabled the estimation of the costs and operational feasibility of the proposed system.

E. ORGANIZATION OF STUDY

This paper examines of the logistical factors involved with intermediate level maintenance support for aircraft in the Navy and the changes that must be made to these factors to consolidate all intermediate level maintenance support at the NAS AIMD. The current system of aircraft intermediate level maintenance support is examined to identify the factors involved. The proposed method, consolidation of aircraft intermediate level maintenance at the NAS AIMD, is formulated in accordance with existing directives to determine the changes that are required for implementation and operation.

After identifying the changes that must be made to the system, the feasibility of the proposed system is examined with the use of actual fleet operations data. Aviation 3M data from the USS America (CV 66) May to November 1989 deployment was used in a model of the proposed system of maintenance. The application of real world data helped to justify or refute the benefits of consolidating all AIMD support at the NAS.

This thesis is organized as follows. Chapter II presents the logistical factors involved in the current system of IMA support aboard ship, with the primary focus on aircraft carrier (CV/CVN) operations and support. Chapter III examines the same logistical aspects and how they are affected by relocating the aircraft maintenance portion of the IMA from aboard ship and consolidating it at the NAS IMA establishment. Chapter IV discusses the feasibility of the proposed system by applying Aviation 3M data from the USS America (CV 66) May to November 1989 deployment to the logistical factors of the proposed system. Chapter V provides a summary of findings, conclusions, and recommendations for future study.

II. THE CURRENT SYSTEM

Both the current shipboard and shore based Intermediate Maintenance Activities (IMA) are composed of four separate departments that interact and provide intermediate level maintenance support for the aircraft and related support equipment (SE) at their operational site (aviation capable ship or Naval Air Station). The departments are the [Ref. 1:p. 3-2]:

- Aircraft Intermediate Maintenance Department
- Supply Department
- Weapons Department
- Engineering Department (afloat IMA)
- Public Works Department (shore based IMA)

In the performance of aircraft maintenance, the AIMD and the Supply Department are the primary participants. The efficient management and movement of material and personnel in support of aircraft maintenance is essential to achieve the highest possible state of aircraft readiness at the lowest possible cost. It is one of the primary goals of the Naval Aviation Maintenance Program [Ref. 1:p. 3-1]. This chapter identifies the logistical factors involved in the current system of aircraft maintenance support. The costs and

operational aspects of the current system of aircraft maintenance are highlighted.

A. MATERIAL

Material cost is one of the most significant costs in the current Naval Aviation Maintenance Program. This is attributable to the increasing complexity and cost of the aircraft that are currently employed and are being developed. Related to this is the fact that the maintenance required to preserve the operational capability of Naval aircraft is becoming much more intricate and time consuming.

1. Material Provisioning

The Operational Support Inventory (OSI)/Fixed Allowance policy was initiated to alleviate some of the logistical difficulties related to the material aspects of aircraft maintenance. Due to the increasing costs of aeronautical material, the quantity of aircraft parts available to maintenance activities is limited. Repairable aviation components must be actively managed to maintain optimum availability for deployed units without severely affecting the readiness of aviation activities operating ashore. Therefore, the primary motive of the OSI/Fixed Allowance policy is to achieve an "equitable distribution of repairable assets and ensure an adequate level of supply for all operating forces" [Ref. 6:p. 2].

The OSI consists of a predetermined range and depth of repairable and consumable items that have shown the highest

probability of being required when the aircraft is operated at the associated operational site for a period of 90 days [Ref. 3:p. 3]. The range and depth is statistically determined through historical Aviation 3M data compiled from operations at that site.

The Fixed Allowance, a component of the OSI, is a pre-determined range and depth of repairable assets that have the highest probability of being required due to failure of a similar component during an established period of time (this period of time is identical to the OSI standard support period of 90 days). The Fixed Allowance enables rapid replacement of a failed component, which decreases the length of time that the aircraft is broken. The Fixed Allowance for an aviation capable naval ship is published in a document entitled "Aviation Consolidated Allowance List (AVCAL)" and the Fixed Allowance for a NAS is listed in the "Shore Consolidated Allowance List (SHORCAL)." [Ref. 6:p. 2]

2. Material Support

The process that prescribes the maintenance of repairable items in support of Naval aviation is the Component Repair Program (CRP) [Ref. 1:p. 8-6]. The shipboard movement of materials, in accordance with the CRP, is predominantly a closed loop system between the user, the AIMD, and the Supply Department. This support system is made possible through

effective use of the AVCAL allowance that is prepositioned aboard ship.

In the repair process, the squadron maintenance department (the organizational level of maintenance) detects and/or diagnoses a failed repairable component from unpre-scribed performance of the aircraft during flight or from an inspection. If the organizational level does not have the necessary tools or technical data to adequately correct the failed component, a requisition is submitted to the Supply Support Center (SSC)⁷ for a replacement. If the component is repairable, CRP policy states that it must be turned in to the Supply Department with the requisition [Ref. 1:p. 13-2].

If the aircraft is safe to fly with the failed component remaining in place, and removal of the component would cause the aircraft to lose that status; the part would be authorized to remain in place when the requisition is submitted. A list of these components is published by ASO for each specific type/model/series aircraft and known as the Consolidated Remain In Place List (CRIPL) [Ref. 1:p. C-6]. If a component is shown on the CRIPL, it is authorized to remain on the aircraft until the replacement component is received [Ref. 1:p. 8-94].

⁷SSC - The liaison point in the Supply Department for all material requirements. The SSC includes a Component Control Section (CCS) and a Supply Response Section (SRS). [Ref. 2:p. C-28]

When a requisition and the non-RFI component from the aircraft (the retrograde component) are received from the squadron, the SSC checks the ship's AVCAL for availability of the requested component. If one is present, it is issued to the requisitioner from the rotatable pool, the location where RFI assets are stored. This component is installed in the aircraft to restore it to a Full Mission Capable (FMC) operating status.

After issue of the new component and receipt of the failed unit, the SSC reviews the ship's Individual Component Repair List (ICRL)⁸ to determine if the AIMD has the capability to repair the non-RFI item. Upon verification of repair capability, the SSC transfers the component to its Component Control Section (CCS)⁹ to be inducted into the AIMD for repair.

Upon receipt of the non-RFI unit, AIMD will repair the component if it has the technical capability and the component is not damaged to such a degree that it is uneconomical to repair it. If both of these conditions are not satisfied, the

⁸ICRL - A list that contains actual repair capability data on items processed by the IMA based on past experience. The ICRL identifies fixed allowance items. [Ref. 1:p. 8-12]

⁹CCS - The division of the supply department that monitors and maintains control of all the Local Repair Cycle Assets (LRCA) aboard the ship. [Ref. 1:p. 14-16]

AIMD will declare it Beyond Capability of Maintenance (BCM)¹⁰ and send it to a NADEP for repair. After the component is repaired by AIMD, it is returned to the CCS and placed into the ship's rotatable pool. This makes it available to the aircraft squadrons in the future.

3. AVCAL Operations

In the component repair support provided by an IMA, the AVCAL is an essential tool for improved readiness at minimum support costs. Aboard ship, the RFI component that is issued to the user comes from the ship's AVCAL stock. The AVCAL is an authorized 90 day stock level of repairable items for afloat units based on the number of aircraft, projected flying hours, and level of maintenance supported [Ref. 3:p. 2-4]. The AVCAL is an extremely important element in support of the assigned aircraft as it helps minimize aircraft "downtime," the period when an aircraft is incapable of safe flight. The availability of an AVCAL allowance contributes to one of the primary goals of Naval aviation maintenance, "improved aircraft, equipment, and system readiness" [Ref. 1:p. 3-1].

AVCALs are written by the Aviation Supply Office (ASO) in Philadelphia, Pennsylvania for each Naval aviation activity prior to the assignment of aircraft [Ref. 3:p. 1-2].

¹⁰BCM - An acronym used by intermediate level maintenance activities when repair is not authorized at that level, or when an activity is not capable of accomplishing the repair because of a lack of equipment, facilities, technical skills, technical data, or parts. [Ref. 1:p. C-4]

Management of the AVCAL is an on-going process. It is statistically monitored and logistically managed by ASO, after aircraft have been assigned and commenced operating at the activity, to ensure an optimum number of aircraft components are available when required.

AVCALs are composed of Allowance Requirements Registers (ARR). These are documents that predict the range (what items) and the depth (how many) of spare parts that have the highest probability of being required by the assigned aircraft during anticipated operations over a prescribed period of time [Ref. 4:p. 3]. This requirement is determined from historical maintenance data which documents the failed parts and maintenance actions performed on the pertinent aircraft and associated support equipment (SE).

Communications in the AVCAL outfitting process for an aviation capable ship begin approximately one year prior to her deployment [Ref. 4:p. 9]. During the year, numerous forms and directives are circulated to inform all parties involved of the exact outfitting for the airwing and the projected flight hours (OPTEMPO) during the deployment.

The AVCAL development process culminates at the AVCAL Quality Review Conference (AQRC). This is a meeting of representatives from ASO, the TYCOM, and the operational site,

where the repairable allowance is negotiated and finalized.¹¹ After completion of the AQRC, any requests for changes in allowances are made with an Allowance Change Request-Fixed (ACR-F). This is a formal request by the operational site, through the Type Commander, to ASO (or from the Type Commander to ASO directly) for additions or deletions to the AVCAL. [Ref. 4:p. 7]

For afloat activities, the AVCAL is the sum of a Raw Attrition Quantity (RAQ) and the Local Repair Cycle Requirements (LRCR). The Raw Attrition Quantity is the number of repairable items that are forecasted, with the use of historical 3M data, to be unrepairable on board ship and declared BCM [Ref. 4:Encl. 2:p. 2]. A repairable component that is declared BCM is transferred from the ship to its Designated Overhaul Point (DOP) for repair.¹² This location is identified by the Master Repairable Item List (MRIL).¹³ The LRCR is the allowance of locally repairable components that

¹¹TYCOM - The command that provides the tactical commands with the means to conduct tactical operations. Administration of training, supply, and repair of fleet units are some of its responsibilities. [Ref. 1:p. C-1]

¹²DOP - A depot level rework facility assigned the technical and overhaul responsibility for designated weapon system(s). [Ref. 1:p. C-7]

¹³MRIL - A listing in National Item Identification Number (NIIN) sequence of repairable assemblies, indicating the DOP (Navy or commercial) and providing shipping instructions for these assemblies when they become defective. [Ref. 1:p. C-21]

are forecasted to be required for use while a similar component is in the AIMD repair cycle [Ref. 4:Encl. 2:p. 1].

The methods for computing the attrition quantity and the LRCR quantity are outlined in Enclosure (2) of Aviation Supply Office Field Instruction 4441.15F (FASOINST 4441.15F) [Ref. 4], and are shown in Figures 1 and 2. Some interesting characteristics are evident in computing the allowances using the methods in Figures 1 and 2. These are efforts to standardize the data and improve the "equitable distribution" of assets. The factors used in Figures 1 and 2 are a direct measure of the maintenance proficiency in an activity. If the quantity of items that are declared BCM (Figure 1) or the turn-around-time (TAT) (Figure 2) is minimal, the AVCAL allowance determined from the activity's 3M data is minimized.¹⁴ This translates to less money being spent by the system to purchase spare parts (AVCAL) and increases the availability of assets for redistribution to activities that are less proficient in their repair capabilities. This gives less proficient activities a greater margin of error; which increases the overall readiness of aircraft in the fleet and reduces costs by minimizing the purchase and storage of spare parts.

¹⁴TAT - That element of maintenance time needed to service, repair, and/or check out an item for recommitment. This constitutes the time for an item to go through a complete cycle from installation through a maintenance shop and into the spares inventory ready for use. [Ref. 7:p. 16]

**COMPUTATION OF THE RAW ATTRITION QUANTITY
PORTION OF THE AVCAL ALLOWANCE**

$$Q_1 = \frac{A}{B} \times C$$

Where:

- Q_1 = Raw Attrition Quantity (RAQ)
A = The number of items declared BCM during the last twelve months (the period of the database) at the subject activity.
B = The number of flight hours flown during the last twelve months at the subject activity
C = Requisitioning Objective: the total number of flight hours authorized for the set of aircraft containing the NSN. This is the number of flight hours to occur during the next 90 days plus 17 days Order and Shipping Time for CVs/MAGs/LPHS/LHAS.

- (1) The number of BCMs and attrition data are compiled over the same length of time.
- (2) Range Criteria:
 - (a) If repair capability exists on board and Local Repair Cycle Requirements (LRCR) are authorized; the Raw Attrition Quantity (RAQ), as computed above, must be ≥ 1.00 for aircraft carriers (CV) and Marine Air Groups (MAG) to qualify for allowance.
 - (b) If no LRCR is authorized, the minimum floor rules for CVs/MAGs to qualify for allowance
 - (1) Items $< \$5000$ unit price, RAQ must be $\geq .33$
 - (2) Items $\geq \$5000$ unit price, RAQ must be $\geq .50$
- (3) Qualifications for activities that deploy with four or less aircraft:
 - (a) 3 demands in last 12 mos. = 1 spare repairable item authorized
 - (b) 1 demand in last 12 mos. = 1 spare consumable item authorized

Figure 1

**COMPUTATIONS FOR THE LOCAL REPAIR CYCLE
REQUIREMENTS PORTION OF THE AVCAL ALLOWANCE**

$$Q_2 = \frac{D}{E} \times F$$

Where:

Q_2 = Raw Local Repair Cycle Requirement Quantity
 D = The number of repairs performed on site during the period of database.
 E = The number of days in the database (same period as the database for number of repairs).
 F = Average turn-around-time (TAT) in days for each of the repair actions executed at the site.

- (1) The period of time used to measure the number of repairs and the period of time over which the TATs are measured are the same periods of time. The number of repairs and TAT are not rounded, i.e., fractions are used in calculations.
- (2) Use the RAW LRCR QUANTITY in a Poisson distribution table to determine the LRCR value [Appendix A].
- (3) TAT is the number of days between the removal of an item from the aircraft, the time for processing through AIMD for repair, and reinduction into the supply stock, in an RFI condition. The time, F, is constrained as follows:

Element	Max Allowed Time (days)
Removal to AIMD	1
Scheduling Time	3
Awaiting Parts	20
Actual Repair Time	8

Figure 2

Another significant characteristic, shown in Figure 2, is the use of time constraints on the measured turn-around-time (TAT) of the repair process. This practice was addressed in a previous study and shown to be an effective means to standardize 3M data [Ref. 5:p. 22]. The constraints keep large deviations of TAT from significantly affecting the database. Implementation is aimed at limiting the number of units in the AVCAL required at an activity by setting the maximum allowed time for each segment of TAT. The lower value of the maximum allowed TAT or the experienced TAT is used when computing the average total TAT for each repairable item processed [Ref. 4:Encl. 2:p. 2].

B. TRANSPORTATION

The transportation aspect of shipboard IMA support primarily consists of the movement of parts and components to and from the ship when required. This occurs when necessary parts or maintenance capabilities do not exist on board. In these situations, resources must be obtained from off-ship and the failed components must be shipped to a facility that has the necessary repair capabilities. The repair location for Navy managed aviation and non-aviation repairable items is listed in the MRIL [Ref. 1:p. 13-13].

A major cost associated with obtaining maintenance support from an activity located ashore is for the movement of parts between the ship and the facility that has the required repair

capability. This is accomplished by air transport, surface transport, or a combination of the two.

1. Surface Transportation

Surface transportation for material support is accomplished by Naval support ships (AFS, AO, AOE, etc.) that accompany the Carrier Battle Group and provide logistical support through underway replenishments (UNREPS). The major costs associated with this are for the fuel expended by the support ships and logistical support for the support ships' crew. These latter costs, however, are disregarded in this study because the support ships are an integral part of the Carrier Battle Group and provide much greater support to the Battle Group than just aviation components. Therefore, surface transportation costs for aviation part support will not change significantly if the proposed system were implemented.

2. Air Transportation

The resources expended for air transportation are more significant. In accordance with the Component Repair Program (CRP), repairable items that are declared BCM by an afloat IMA are required to be transported ashore to an IMA with repair capabilities, the contractor, or a DOP "within two working days of BCM declaration" [Ref. 1:p. 14-30]. Air transportation is used for this. Material is moved using Carrier On-board Delivery (COD) aircraft or helicopters unless the

components are of excessive size and weight, in which case air transport is infeasible.

3. Cost Comparison of Transportation Modes

The costs associated with air transportation are higher than those of surface transportation, primarily due to the fact that the surface vessel has a much greater capacity. Therefore, operating costs of surface transportation are spread over a larger quantity of material. The fuel costs for the return flight of aircraft used in air transport must be allocated to aviation part support because the majority of the aircraft payload consists of non-RFI aircraft components bound for a shore based AIMD, DOP, or a contractor.

Another relevant cost involved with the transportation of material occurs after the non-RFI parts come ashore. This is for the movement of components from the location that the support ship moors or the site where the COD aircraft lands, to their point of repair. The repairable components must be shipped to a shore AIMD, a depot (the DOP), or a contractor, with the required capability to repair the component. Movement of parts inside the continental United States (CONUS) is accomplished by the truckload for short distances or by QUICKTRANS, a contractor operated transportation system managed by the Naval Material Transportation Office (NAVMTO) for

long distances.¹⁵ The transportation cost is based on the weight of the components and the distance they are shipped.

C. MANPOWER

Numerous personnel assigned to the ship are involved directly or indirectly with the support of flight operations. For example, AIMD personnel that provide aircraft maintenance support and supply personnel that provide aircraft material support are directly involved with support of flight operations. Indirect support of flight operations is provided by administration men, disbursing clerks, and personnel men that support the IMA personnel and processes.

In the current AIMD aboard a deployed ship, there are "core" AIMD personnel and Sea Operational Detachment (SEAOPDET) personnel. In addition to the basic pay and allowances, a number of costs are associated with support of deployed AIMD personnel. Some of these costs are:

- expenses for food for the ship's mess
- the expense of the ship's laundry to clean the sailor's uniforms and linen
- other expenses that arise from making the shipboard environment more habitable, such as operation of a ship's store or shipboard closed-circuit television

¹⁵QUICKTRANS - A single and efficient system for transporting high priority Navy material which directly or indirectly supports the fleet. [Ref. 8:p. B-14]

There are similar personnel support costs for certain personnel associated with AIMD, such as the personnel that work in the Aviation Support Division (ASD). These personnel are aircraft parts storeroom clerks, members of the Supply Support Center (SSC), and "supply runners" that deliver RFI components to the user activities and retrieve non-RFI components from them [Ref. 1:p. 14-1]. The costs associated with these people are for the pay, allowances, and support.

An additional cost related to personnel deployed aboard ship is Sea Pay. This is an allowance that a sailor receives in addition to his regular pay while serving in a sea duty status. It compensates the individual for basic allowances that are stopped when the sailor goes to sea and has no dependents to support. Sea Pay is gradually increased as the amount of time that a sailor has been on sea duty increases during his naval career. [Ref. 9:p. 1]

III. THE PROPOSED SYSTEM

In the proposed system, all aircraft maintenance support provided by the IMA would be located at the NAS. The shipboard IMA would consist solely of the Supply Department, the Weapons Department, and the Engineering Department. The organizational structure of the shore based IMA would remain unchanged. The shore IMA workload would increase, however, as it would support both shore based and afloat aviation units. The proposed system is an attempt to conserve scarce resources in the current DoD budget by eliminating redundancy in IMA aircraft maintenance support that arises from providing similar support at both shipboard and shore based AIMD's. The analysis of the proposed system examines the same logistical factors that were presented in the previous chapter.

A. MATERIAL

1. AVCAL Provisioning

Many changes in the movement and management of material occur in the proposed system. One of the most significant of these changes is the increased size of the ship's AVCAL allowance. With no intermediate level aircraft maintenance support aboard ship to repair non-RFI repairable items, there would be no LRCR factor used in computing the AVCAL. The

computations used for determining the AVCAL allowance in the proposed system would be made only using the Raw Attrition Quantity (RAQ) factor shown in Figure 1 on page 22. Using only the RAQ, an increase in the AVCAL quantity is inevitable because each failure of a repairable component aboard ship would be a BCM. This would directly increase the numerator of the RAQ equation.

A second factor, the range criteria, shown in Figure 1, Condition (2), would cause the range of spare parts to increase. With no LRCR authorized, the minimum floor for spare part authorization is reduced by a factor of two or three, depending on the value of the component. Costs would increase due to the procurement of a wider variety of components as a result of the lower minimum range criteria.

2. Physical Feasibility

Another factor to be considered in the proposed system is the physical feasibility of storing the increased quantity of repairable components aboard ship. The available storage space in the proposed system is greater than the current system because the spaces used by the current AIMD would be vacant. The tools, test equipment, and test benches used to test and repair aircraft components are no longer required aboard ship.

Testing for storage space feasibility is done by calculating the total volume required for storage of the

ship's AVCAL using the newly computed fixed allowance quantities and the size (cubic feet) of each stored item. The size of the repairable component, determined from the NALDA data, can be multiplied by the difference between the proposed and current AVCAL allowance quantities to determine the total change in volume of AVCAL components to be stored. This measurement must be compared with the volume of the vacant AIMD workshops to determine the physical feasibility of storing the additional repairable components.

3. Storage Methodology

Another factor that must be considered in this analysis is the type and size of the storage equipment used aboard ship. The planning and layout of naval storage facilities is described by the "Warehouse Modernization and Layout Planning Guide" (NAVSUP Publication 527) [Ref. 10]. This publication states that, in the design of storage spaces, consideration must be given to:

the characteristics of the material being handled and stored (shape, environment, stockability, etc.), the volume and flow pattern through the facility (transaction and cube movement rate profile), and the inventory pattern (item count, item cube, quantity mix, and inventory turnover patterns). [Ref. 10:p. 2-2]

Using this guidance and historical data on the storage of aircraft components aboard ship, storerooms in the proposed system would be designed in the same fashion as the existing storerooms. The operational feasibility of storing the increased AVCAL items is determined by the capability of

the storerooms to provide the volume needed. To facilitate efficient management, the components are to be organized in the same manner as the current system, in accordance with the guidelines shown in Figure 3 [Ref. 11:p. 4-73].

Other factors are considered to determine the most efficient type of storage to use in the new storerooms. With six different type/model/series aircraft in the airwing, there are many different systems and components to be supported. Therefore, components are stocked with ease of access to a

GUIDELINES FOR STORAGE OF SHIPBOARD MATERIAL

1. LOCATE HEAVY BULK MATERIALS IN AREAS MOST CONVENIENT TO SHIP'S HATCHES AND MATERIAL HANDLING EQUIPMENT (MHE).
2. LOCATE LIGHT, BULKY MATERIAL IN STOREROOMS WITH HIGH OVERHEAD CLEARANCE TO MAXIMIZE VERTICAL STORAGE.
3. SEPARATE MATERIALS THAT ARE DISSIMILAR IN TYPE OR CLASSIFICATION.
4. LOCATE FREQUENTLY REQUESTED MATERIALS CLOSE TO THE ISSUE POINT AS POSSIBLE.
5. LOCATE SHELF LIFE ITEMS IN A READILY ACCESSIBLE AREA TO FACILITATE SCREENING.
6. INSTALL APPROPRIATE STORAGE AIDS IN SPACES WHICH THEY CAN BE EFFECTIVELY USED.
7. PROVIDE AT LEAST 30 INCHES BETWEEN RACKS.
8. ARRANGE MATERIAL WITH IDENTIFICATION LABELS FACING OUTWARD.
9. AVOID MULTIPLE LOCATIONS OF THE SAME ITEM.

Figure 3

wide range of items. The components with the highest probability of failure should be located in the most accessible positions in a manner similar to the current methodology [Ref. 6:p. 5]. It is also assumed that the retrieval of items is done by hand because the limited space in the storerooms aboard ship constrain the use of large mechanized retrieval systems.

Considering the limitations of shipboard storage, the most feasible storage method is shelf and bin storage. This type of storage could also "be made versatile and flexible by using a variety of tote boxes, bin drawers, or other inserts" to ease the access and retrieval of material during high tempo air operations aboard ship. [Ref. 10:p. 5-1]

4. Changes in Shore Operations

Another area affected by the organizational structure of the proposed system is the cost associated with the increased workload at the shore based IMA. At least one airwing is deployed at any given time in the peacetime environment. Furthermore, the operational tempo of the deployed airwing is substantially greater than that of the squadrons operating at the home base. Therefore, if all intermediate level maintenance was done at the NAS, the workload at the NAS AIMD would be significantly greater. An important factor associated with this is an increased requirement for aviation test equipment and tools at these facilities to support the higher workload.

The increased workload ashore can be handled by increasing the productive capacity at the shore based AIMD. The afloat IMA tools and test equipment, no longer used aboard ship, would be transferred to shore based AIMD's. Costs would arise for the transportation of the test and support equipment from the ship to the appropriate shore AIMD. Consideration must be given to the fact that this alternative would generate additional costs over and above the cost of transferring the tools and test equipment from the ship to the shore AIMD if the shore facility requires expansion to accommodate the increased hardware.

The workload and operating costs at the NAS Supply Department would also increase under the proposed system. The system-wide demand for parts would remain unchanged because the total number of supported aircraft would not change. The material support provided by the NAS Supply Department would increase. It would be more directly involved in the support for every aircraft that is based at that NAS because all intermediate level support for the aircraft would be provided by the NAS. Costs would increase for the NAS Supply Department due to the increased management of material. These costs would stem from the procurement and upkeep of management information systems to account for the material and material handling equipment (MHE) to move the material when required.

B. TRANSPORTATION

Increased costs for transportation in the proposed system can be attributed to the proposed support structure. These costs are for the movement of material between the ship and its intermediate level maintenance support ashore. They derive from the fact that every failure of a repairable item would have to be repaired ashore.

In both systems, when a component fails, an RFI replacement is issued to the user from supply stock. In the proposed system, however, after the non-RFI repairable is turned in to Supply, it can be held until the ship reaches port. Then it is transported to the nearest AIMD with the requisite repair capability. If the supply stock (AVCAL) diminishes to the reorder point while at sea, non-RFI components must be transferred off-ship for repair and RFI components must be brought aboard by air.

The modes of transportation available to facilitate off-ship support in the proposed system are the same as in the current system: COD, QUICKTRANS, and support ships. The mix of the methods used, however, would change. The requirement for more responsive movement of material between the ship and the Naval support establishments ashore would increase due to the lack of intermediate level maintenance support by the afloat IMA. This condition would increase the requirement for swift and timely transportation. Therefore, demand on the transportation system would shift toward a more responsive and

expensive method such as air transportation provided by COD aircraft, QUICKTRANS, or a combination of the two.

C. MANPOWER

Elimination of the afloat AIMD in the proposed system would cause many changes in the billet structure aboard ship and ashore. The changes involve AIMD personnel, the IMA personnel with whom they interact, and the personnel aboard ship that support AIMD personnel or the IMA process.

1. AIMD Personnel

In the proposed system, the "core" AIMD and the associated SEAOPDET personnel would transfer to shore duty. They would be reassigned to the NAS that operated the aircraft and aeronautical equipment on which they specialized. This would require modifications to the billeting structure that would affect both personnel and the costs associated with personnel support.

Examination of the economic factors, from the personnel perspective, reveal that the proposed system would alter the payments and allowances to which personnel are entitled. In the proposed system, the actual demand for aircraft maintenance throughout the Navy would not decrease substantially because the number of supported aircraft would remain the same. There is a high probability that AIMD personnel aboard ship would be required ashore to sufficiently accomplish the transferred workload. The increased amount of work ashore

could be accomplished by employing an extra work shift at the NAS AIMD using maintenance personnel reassigned from the ship. This would enable the AIMD to operate 24 hours per day, if required, to deal with the increased workload.

2. AIMD Support

Shipboard personnel directly affected by the proposed support structure would require quarters and subsistence support at their home NAS or receive the authorized monetary allowances to cover these needs [Ref. 9]. Therefore, the requisite personnel support would shift location from ship to shore. The only savings which arise from this configuration are due to the fact that the AIMD personnel would not deploy aboard ship and therefore would not receive a Sea Pay allowance.

Another factor to be considered is that certain logistics personnel will have to transfer ashore with the shipboard AIMD personnel. A portion of the storekeepers and supply clerks now stationed aboard ship would have to transfer ashore to accomplish the logistic support required at the NAS. The change in personnel costs for these sailors would be the same as that previously described for maintenance personnel.

Other modifications to the billets in the proposed IMA are associated with personnel assigned to the ship in support of IMA personnel. Some of these individuals are personnel men and administration men that provide administrative support for

the AIMD, mess specialists that provide food services, and disbursing clerks that provide financial support. A proportion of these support personnel would be reassigned ashore where their services are required. However, all personnel directly associated with AIMD personnel support would be moved ashore because all AIMD personnel would be reassigned ashore.

3. Limiting Factors

Examination of the aircraft maintenance operations aboard ship in the proposed system would not allow the transfer of all supply personnel from ship to shore. In the new system, all shipboard logistic support for the aircraft would be provided by the supply department through the management and distribution of prepositioned spare repairable components. This method of support would require an increase in the number of storekeepers aboard ship since the increased variety and value of stores (aircraft parts for the aircraft versus food, linens, etc. for AIMD personnel) aboard ship would require increased accountability and vigilance by the Supply Department. Therefore, the proposed system would not allow a significant number of supply personnel to be transferred from ship to shore.

IV. ANALYSIS OF THE PROPOSED SYSTEM

The proposed system was analyzed using the aviation 3M data obtained from the May to November 1989 deployment to the Mediterranean Sea by the USS America (CV 66). The data was collected by the Navy Maintenance and Material Management (3M) System and compiled in documents entitled "Aircraft Intermediate Maintenance Department Repair History Summaries" [Refs. 12, 13, 14]. These documents listed all components that were inducted into the AIMD for repair during specific periods of the deployment.

The 3M data from three periods of the deployment was analyzed. These three periods were: the first three months (90 days) [Ref. 12], the first four months [Ref. 13], and the entire six month deployment [Ref. 14]. This data is tabulated in Appendices B, C, and D.

When constructing the Appendices, the data was limited to only those items that were actually repaired or sent to the AIMD for repair. This was determined by the data block in the "Aircraft Intermediate Maintenance Department Repair History Summaries" that showed manhours expended by the AIMD during the deployment. These items were chosen because they most directly reflect the items that would change under the proposed system. Repairable items listed in the 3M summaries

that were declared Beyond the Capability of Maintenance (BCM) were not included because they were transported ashore and repaired at a shore facility. This is identical to the proposed support procedures. These items were not included because this is a study of the differences in support procedures between the current IMA support and the proposed IMA support.

The three month time frame was examined to determine the operational effectiveness and capability of support as prescribed by the Naval Aviation Maintenance Program AVCAL standard of 90 day sustainability [Ref. 3:p. 3]. To perform the analysis, a sample of 100 repairable line items in the USS America (CV 66) AVCAL was obtained from the Aviation Supply Office (ASO) [Ref. 15]. A revised AVCAL quantity for the items in the sample was computed by ASO under the premise that there was no aircraft intermediate level maintenance support aboard ship, as in the proposed system.

The revised AVCAL quantities of the sample were used to interpolate revised AVCAL quantities for the full AVCAL allowance. The entire AVCAL allowance for the proposed system was estimated to determine the economic impact of the proposed system from procurement of increased AVCAL line items.

The sample provided by ASO contained some AVCAL items that were not worked on during the deployment by the USS America (CV 66) AIMD. These items were included in the study because any change in the allowance for the items in the AVCAL would

have an affect regardless of whether or not the item experienced failures on a given deployment. Therefore, to estimate the total costs involved in the proposed system, the change to the entire AVCAL allowance was studied. The actual process used for feasibility analysis and the results are shown later in this chapter.

The four month time frame was examined to observe the effectiveness of aviation support in the proposed system if underway replenishment (UNREP) was delayed beyond the 90 day window due to operational commitments. This database was also used to observe how far past the 90 day milestone the IMA could support flight operations, if at all.

The six month time frame was examined to see how airwing readiness would be affected if the ship was required to operate for an extended period of time without underway replenishment (UNREP), i.e., as if in a combat situation. Because it contained the greatest range of components on which repair actions were taken, the six month database also facilitated the examination of other issues such as the storage requirements of the increased AVCAL, the cost of the increased AVCAL, and the effectiveness of the increased AVCAL allowance in meeting the operational requirements of the airwing.

A. MATERIAL

Examination of material feasibility in this study focused on four major factors that were most affected by the proposed

change: the economic feasibility of outfitting the ship with a larger AVCAL allowance; the physical feasibility of storing the increased AVCAL line items; the operational feasibility of maintaining a satisfactory level of aircraft readiness with the recomputed AVCAL allowance; and the economic feasibility of moving the intermediate level maintenance support assets from the ship to the shore AIMD.

1. AVCAL Economics

The first measurement required for the material feasibility analysis was a determination of the additional quantity of material (AVCAL) that would be aboard ship to support aircraft in the proposed system. Information for calculating a new AVCAL allowance was obtained from the Aviation Supply Office (ASO). ASO recalculated the allowances for the sample of 100 AVCAL line items. The allowance quantity of the sample was recomputed as if no IMA maintenance support was aboard ship [Ref. 15].

To determine the extra costs that arise from the increased quantity of AVCAL items, a comparison was made between the current AVCAL quantity and the recomputed AVCAL quantity for the items in the sample. The new allowance quantities for the AVCAL line items in the ASO sample were tabulated with the original allowance quantity. A scatter diagram was constructed from this list and is shown in Figure 4. Figure 4 displays the relationship between the quantity of AVCAL aboard

AVCAL CHANGE WITH NO AFLOAT AIMD CV 66 MAY-NOVEMBER 1989 DEPLOYMENT

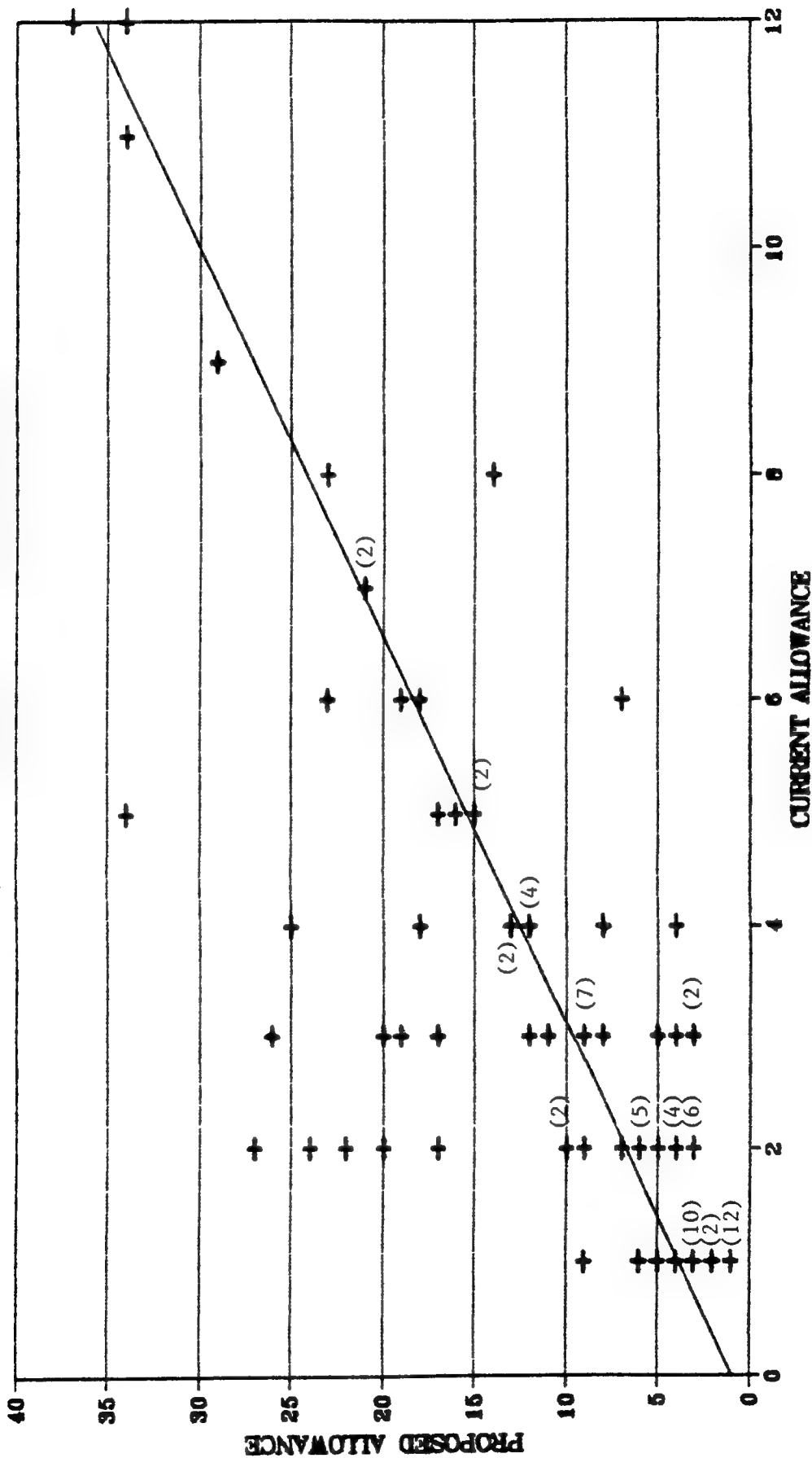


Figure 4

ship with an AIMD (x-axis) and the quantity of AVCAL aboard ship when the AIMD is not present (y-axis). Figure 4 shows that the ship's AVCAL allowance increases without an AIMD aboard.

To determine the revised AVCAL quantity for the AVCAL items not present in the ASO sample, a linear relationship was assumed. A linear regression equation was computed. This equation is shown in Figure 5 and is overlaid onto the scatter diagram of Figure 4 on page 43. The equation shows that without an AIMD aboard ship, the AVCAL is approximately three times the size of the AVCAL in the current system.

The linear relationship between the current AVCAL quantity and the proposed AVCAL quantity was used and a new allowance quantity for each of the remaining items in the AVCAL was calculated [Ref. 16]. These values were compiled and shown in the Appendices. The initial AVCAL allowance quantities for CV 66 are shown in the fifth column of data, "AVCAL ALLOW" in Appendices B, C, and D. The recomputed AVCAL

**LINEAR REGRESSION EQUATION USED FOR AVCAL CALCULATION
OF THE PROPOSED IMA STRUCTURE WITH NO AFLOAT AIMD**

$$Y=3.02X+1.004$$

Where:

Y = AVCAL quantity in the proposed system
X = AVCAL quantity in the current system

Figure 5

allowances are given in the sixth column of data, "AVCAL CHNGE".

The new AVCAL values enabled two important measurements to be made. The total cost to procure the increased AVCAL items and the total volume required aboard ship to store the AVCAL items were computed and are shown at the end of Appendices B, C, and D.

The price of each repairable component was given in the 3M Summaries and the costs required to procure the additional units of AVCAL material are shown in column 8 of the Appendices, "AVDLR CHNGE." The cost incurred for the procurement of the additional AVCAL items was computed from the six month database as this database contained the greatest range of components repaired by AIMD during the deployment.

For only the 1,016 AVCAL items that were processed by USS America AIMD during the deployment, shown in the six month database (Appendix D), the acquisition costs required to increase the ship's AVCAL allowance from the current level to the level needed in the proposed system was estimated to be \$21 million. Note that this total was obtained using only the AVCAL items that were repaired by the AIMD during deployment. This was only 1016 of the 6308 line items in the ship's AVCAL, i.e., 16.1 percent [Ref. 16]. Furthermore, the new AVCAL allowance for 916 of the 1016 items was based solely upon the existing allowance and the regression equation in Figure 5.

To estimate the total cost incurred for procurement of the required AVCAL items, a linear relationship between the total quantity of AVCAL items and total cost was assumed. This linear relationship is shown in Figure 6 and was used to calculate the costs required to procure the recomputed AVCAL allowance. From this calculation, tailoring the entire AVCAL allowance for CV 66 under the proposed system would cost \$130.4 million.

The true figure, however, could vary substantially from this estimate because the cost of the change in the AVCAL allowance for the 5,292 AVCAL items that were not worked on (no manhours expended by AIMD for repair) during the deployment was based on the average cost of the allowance change for items that did fail during the deployment. These items were not documented as being repaired for two reasons: (1) the item did not fail during deployment or (2) the AIMD did not have the necessary resources to repair the component so repair was not attempted.

**THE LINEAR RELATIONSHIP BETWEEN THE QUANTITY
OF AVCAL ITEMS AND THEIR COST**

$$X = \frac{21,000,000}{1016} (6308) = \$130.4M$$

Where:

X = The total cost of the revised AVCAL

Figure 6

It was shown in Figures 1 and 2 on pages 22 and 23 that the failure rate, the unit cost, and the turn-around-time to repair AVCAL items have a direct impact on the allowance quantity for that item. If the item did not fail during deployment or repair of the item was not attempted (no manhours expended), the failure rate and the turn-around-time for processing the 5,292 AVCAL items not contained in Appendix D were minimal. Therefore the estimate of \$130.4 million for acquisition of the entire AVCAL may be above the actual costs to procure the revised AVCAL allowance for the proposed system.

Another factor to be considered in the economic feasibility analysis is that there were 351 items repaired by the CV 66 AIMD during the deployment that were not part of the AVCAL. There are various reasons as to why these items were not part of the current AVCAL. These reasons are [Ref. 6:p. 5]:

- Little or no deployed usage data was available from previously deployed carriers, and thus the item wasn't in the AVCAL.
- Theoretically the AIMD lacked the repair capability for the item based on the type of tools and test equipment in their possession.
- Low requirements were forecasted for the item based upon contractor/engineering estimates of system attrition, Local Repair Cycle Requirements (LRCR), and short turn around time (TAT).

It can be seen from the above reasons that the 351 items repaired by the AIMD were not part of the current AVCAL due to the absence of past usage data. The last item regarding contractor/engineering estimates would not fully apply to the proposed system as many other factors are involved in the proposed system of intermediate level aircraft maintenance. If the components were not part of the current AVCAL due to low usage, then they would not be part of the AVCAL in the proposed system because the number and type of customers does not change from the current system.

2. Physical Feasibility

A second aspect to be considered is the space required for the storage of the additional spare components aboard ship. In this analysis, the increased space required for the additional inventory is shown in column 9, "CUBE CHNGE," of Appendices B, C, and D. Appendix D was used for this analysis.

The first step in this analysis was a determination of the total space available aboard ship for storage of the additional AVCAL items. Blueprints of the USS America were examined and AIMD spaces aboard ship were identified [Ref. 17]. The scale was not given on the blueprints, so other means were required to calculate the size and storage capacity of the AIMD spaces aboard ship.

To determine the dimensions available for storage, a list of AIMD spaces was obtained from the blueprints and telefaxed to the Naval Sea Systems Command, Aircraft Carrier Division. Naval Sea Systems Command researched the official blueprints of USS America in their files and provided the cubic volume of the AIMD spaces [Ref. 18].

Using the dimensions provided by Naval Sea Systems Command, the total cubic volume available inside the AIMD spaces was estimated to be 221,014 cubic feet [Ref. 18]. This figure, however, is greater than the actual space that would be available for storage. This is because shelves, bins, or other means are required to organize the storerooms and to facilitate the storage guidelines shown in Figure 3 on page 32 [Ref. 11:p. 4-73].

The increase in space required for storage of the additional AVCAL under the proposed system was determined from the items shown in Appendix D. The space required for this additional material was found to be 22,596 cubic feet. This is only 10.22 percent of the total available storage space in the AIMD work centers.

Consideration, again, must be given to those items that are part of the AVCAL but were not worked on during the deployment and not listed in Reference 14 or Appendix D. A direct relationship was assumed, as shown in Figure 6, to determine the storage space required for the additional material. The space required was estimated to be 140,291 cubic

feet, or 63.47 percent of the total volume available in the vacated AIMD spaces. Thus it appears that there would be adequate storage space to accommodate the additional material.

3. AVCAL Sufficiency

A third factor concerning the material feasibility of the proposed system is the operational effectiveness of the recomputed AVCAL. The three month database in Appendix B was used as the primary reference because it reflected the operational needs of the airwing in direct relation to the AVCAL, and the AVCAL standard of 90 day sustainability. An examination of sufficiency of the AVCAL was accomplished by comparing the number of failures of each component displayed in column 2 of Appendix B, "CV66 FIX", with the total number of components that would be on hand in the proposed system in column 7, "AVCAL CHNGE". This examination revealed that the new AVCAL allowance would be sufficient for 681 of the 815 AVCAL line items that were processed during the first 90 days of deployment, an 84 percent effectiveness.

Comparison of Appendix B with the CV 66 AVCAL revealed that 351 items, or 34.5 percent, of the repairable items processed had no authorized allowance in the AVCAL [Ref. 14]. In this case, substitutions would have to be made during maintenance or the range of the AVCAL would need to be increased to attain the desired level of readiness and operational availability of the proposed system.

The AIMD 3M data for the four and six month periods during the cruise were analyzed in the same manner as the data from the three month period to determine how adequate the revised AVCAL allowances would be if operational commitments forced a delay in supply replenishment. Comparison of the revised AVCAL in the proposed system and the 3M data from the CV 66 deployment, compiled from References 12, 13, and 14, was made and the findings are shown in Figure 7. The first column specifies the period of the deployment reflected in the data. The second column is the total number of items processed by AIMD (those items in the 3M Summaries that showed manhours expended by AIMD). The total number of items processed is divided into the AVCAL and non-AVCAL components shown in the third and fourth columns respectively. The fifth column is

ITEMS PROCESSED BY CV 66 AIMD MAY-NOV 1989

<u>TIME</u> <u>FRAME</u>	<u>ITEMS</u> <u>WORKED</u>	<u>AVCAL</u> <u>ITEMS</u> <u>PROCESSED</u>	<u>NON-AVCAL</u> <u>ITEMS</u> <u>PROCESSED</u>	<u>AVCAL ITEMS</u> <u>WORKED OVER</u> <u>ALLOWANCE*</u>	<u>TOTAL ITEMS</u> <u>WORKED OVER</u> <u>ALLOWANCE</u>
3MO	1166	815 (69.9)	351 (30.1)	134 (16.4)	485 (41.6)
4MO	1352	945 (69.9)	407 (30.1)	370 (39.2)	777 (57.5)
6MO	1472	1016 (69.0)	456 (31.0)	449 (44.2)	905 (61.5)

* The number of items processed were greater than the AVCAL allowance in the proposed system.

NOTE: The percent of total items processed is shown in parentheses.

Figure 7

the number of AVCAL line items that were repaired a greater number of times than its AVCAL allowance. The sixth column is the total number of demands placed by the airwing for aircraft components that would not be satisfied by the AVCAL under the proposed system. The sixth column of data is the sum of the fourth and fifth column of data.

A significant element in the feasibility analysis of the proposed system is shown in Figure 7. A large percentage of items that were processed, up to 61.5 percent, could not be adequately supported by the proposed support structure. If outside support for aircraft components is impaired, a significant percentage of demands by the airwing on board ship would not be satisfied in the proposed system.

4. Changes to Enable Shore Based Support

All intermediate level aircraft maintenance support is located at the NAS AIMD in the proposed system. To implement this style of support, the shipboard AIMD assets are moved to the NAS AIMD. Many costs are generated by this. For this analysis, the process of removing AIMD assets from the ship is analogous to a ship that is going into the shipyard for repair or overhaul, or a ship that is being decommissioned [Ref. 19].

Representatives of COMNAVAIRLANT were contacted to determine the process involved when a ship is being prepared for repair or overhaul, or a ship is being decommissioned [Ref. 20]. It was determined that removal of AIMD assets from

each aircraft carrier that has gone into the shipyard or has been decommissioned since 1980 has been coordinated by a company named QED Systems, Inc. QED Systems has performed this task on four aircraft carriers that entered the shipyard for maintenance and three that have been decommissioned. During each of these operations, QED Systems was responsible for the removal and accountability of all AIMD assets [Ref. 20].

Representatives of QED Systems were contacted to determine the costs to the Navy for removal of an AIMD from an aircraft carrier. It was determined that a ship being decommissioned has the closest similarity to the actions that are required to implement the proposed system. [Ref. 21]

A ship experiencing a period in the shipyard was not used for this study because the costs involved would be too different from the costs related to implementing the proposed system on a carrier. The costs involved with a ship experiencing a period in the shipyard include the costs for storage and accountability of ship equipment while the ship is undergoing repair. The installation of the ship's equipment aboard ship at the end of the yard period must also be accounted for. [Ref. 21]

Communications with QED Systems also revealed that the most recent decommissioning of an aircraft carrier in which they were involved was USS Coral Sea (CV 43) in 1989. The QED Systems work force spent thirty-seven days on board CV 43 removing and tagging all of the equipment in AIMD. The cost to

the Navy for this task was \$350,000. Thus, the cost estimate of removal of AIMD equipment from an aircraft carrier to implement the proposed system would be \$350,000. [Ref. 21]

Under the proposed system, after the AIMD equipment is removed from the ship it must be moved to the NAS AIMD that supports the type of aircraft the equipment is used on. The transportation cost for this is similar to the movement of aircraft parts in the proposed system. They are based on the weight of the equipment being transported and the distance it is moved. For the movement of the AIMD equipment, the mode of transportation is contracted truck service for material going out of the Norfolk area;¹⁶ and local truck service provided by Naval Base Norfolk Public Works Department for destinations within the Norfolk area [Ref. 22].

The Naval Supply Center in Norfolk manages the movement of material that is transported out of the Norfolk area and the Naval Base Norfolk Public Works Department provides transportation for material within the Norfolk area. The rates for transporting material within and out of the Norfolk area are shown in Figure 8 [Refs. 22, 23].

The type of AIMD equipment was obtained from the USS America (CV 66) and the size and weight of the AIMD equipment was determined from Aviation 3M data [Ref. 24]. The destination of the bench assets was determined from the type of

¹⁶The homeport for USS America (CV 66) is Norfolk, VA.

TRANSPORTATION RATES FOR LARGE MATERIAL SHIPMENTS

LOCAL TRANSPORTATION BY TRUCK (20,000 lb max/load)	\$77/load
COMMERCIAL TRANSPORTATION BY TRUCK OUT OF THE NORFOLK AREA (30,000 lb max/load)	\$920/load

Figure 8

aircraft the equipment is used on [Ref. 20]. From the weight of the equipment and the location at which it is used, the transportation costs for the movement of the AIMD equipment from CV 66 to the NAS is \$3,299 [Refs. 22, 23]. The derivation of this cost is shown below.

The size and weight of the bench assets from CV 66 AIMD to be moved within the Norfolk area (NAS Oceana or NAS Norfolk) was calculated to be 105,877 pounds and 5,044.1 cubic feet [Ref. 24]. Due to the size of the items being transported, seven truckloads would be required for a total cost of \$539 [Ref. 22]. The size and weight of the CV 66 AIMD benches that are used at NAS Cecil Field or NAS Jacksonville is 35,835 pounds and 22,022 cubic feet [Ref. 24]. The requirement for transportation of these assets from CV 66 is three commercial tractor-trailers for a total cost of \$2,760 [Ref. 23].

After the AIMD equipment is off-loaded from the ship and transported to the shore AIMD where it is to be used, additional costs are incurred as a result of installation of the equipment. A team of technical experts from the Naval

Aviation Depot that specializes in the equipment must be on hand to ensure that it is assembled properly and verify that it operates as prescribed. The costs for the technicians required to remove equipment from USS America (CV 66) and install it at the appropriate NAS is estimated to be \$1.25 million [Ref. 20].

Another factor that contributes to the cost of moving AIMD equipment from the ship to the NAS AIMD is the capability of the NAS AIMD to house the equipment. For this study, a list of the type and quantity of the test benches aboard USS America (CV 66) was used to determine the amount of space required at the NAS AIMD [Ref. 24]. Communications with the four shore based AIMD's under the control of the Atlantic Fleet revealed that every item aboard USS America (CV 66), with the exception of four AN/USM-247 VAST stations, could be installed with no change to the structure of the buildings at the NAS AIMD's [Refs. 25, 26, 27, 28].

The AIMD at NAS Cecil Field is large enough to hold all the applicable equipment from CV 66, but a modification to the air conditioning system in the avionics spaces would be required to handle the heat that would be generated by the additional equipment. This modification to buildings at NAS Cecil Field would cost \$41,700 [Ref. 29].

NAS Oceana would require the expansion of its facilities to accommodate the four AN/USM-247 VAST stations that would come from the USS America (CV 66). Communications with

the Avionics Division at NAS Oceana AIMD revealed that there are currently eight stations located in the AIMD that are not used near their capacity. CW03 Decker indicated that the increased work from a deployed ship could be easily be handled with the facilities that are currently in place [Ref. 27].

The capability of support by the NAS Oceana AIMD at an increased operational tempo, such as during wartime, was discussed. CW03 Decker indicated that the present capacity at NAS Oceana AIMD could handle a wartime surge for one aircraft carrier. He did indicate that expansion would be required in his work spaces to handle the increased workload for more than one carrier at any one time. [Ref. 27]

In summary, the movement of AIMD equipment from the ship to the shore-based AIMD's would incur many costs. Implementation of the proposed system on the USS America (CV 66) would require many costly actions and all of the CV 66 assets would not be fully employed by the NAS AIMD's. The investment to implement the proposed system at the shore facilities was found to be \$1,645,017.

B. TRANSPORTATION

1. Modes of Transportation

The transportation aspect of the proposed system was analyzed assuming that the transportation system must move non-RFI and RFI components as fast as possible to have RFI stock on hand at a distribution point to quickly replenish

deployed units and maintain optimum readiness. NAS Norfolk is the distribution point used in this study because of its close proximity to the USS America (CV 66) homeport at Naval Station Norfolk.

In the proposed system, all non-RFI repairable components that are required to maintain the readiness of the deployed aircraft are transported by COD aircraft from the ship to the shore (NAS Norfolk) and by QUICKTRANS aircraft to the location of repair, if the AIMD doing repair is not located in Virginia.

If the mission capability of the aircraft was not affected by the failure of one of its components, the component would still be replaced by an RFI asset from the ship's rotatable pool. In the proposed system, such non-RFI components would be held aboard ship until the ship reached port. Then the components would be transported to the AIMD with the necessary repair capability. These non-RFI components would not be transported to repair sites ashore while the ship was still deployed. However, if the supply stock (AVCAL) diminished to its reorder point while the ship was still at sea, such a non-RFI component must be transferred off-ship for repair and replacement RFI components must be brought aboard by air transport.

For this analysis, it is assumed that the transportation costs are minimized by accomplishing repair at the AIMD nearest Naval Base Norfolk that possesses the repair

capability. The "Aircraft Intermediate Maintenance Department Repair History Summaries" were used to determine which AIMD made repairs on each item processed by USS America AIMD during her deployment [Refs. 12, 13, 14].

2. Costs of Transportation

Many costs arise in the proposed system due to the support structure. This is because each repairable item on the aircraft that fails during operations must be transported off the ship to an AIMD that has repair capability. For this analysis, the components are assumed to be transported from the ship to NAS Norfolk. The transportation in CONUS is from NAS Norfolk.

The transportation cost for movement of aircraft material is determined by its weight and the distance that it is moved. The rates for this movement from NAS Norfolk to the various locations that perform repair in support of Atlantic Fleet aviation activities are shown in Figure 9 [Ref. 30]. The transportation costs were found by multiplying the transportation rates shown in Figure 9 by the applicable failed part characteristics compiled in Appendices B, C, and D: the number of failures, "CV66 FIX" in column 2; the component weight, "WGT" in column 5; and the location of repair, shown in column 11. This calculation is shown in equation 4.1 of Figure 10.

QUICKTRANS SHIPPING RATES (NOV 1989)

NORFOLK-CECIL FIELD:	\$0.23/lb
NORFOLK-JACKSONVILLE:	\$0.20/lb
NORFOLK-WHIDBEY ISLAND:	\$0.91/lb
LOCAL TRANSPORT BY TRUCK (NORFOLK-OCEANA): (20,000 lb max/load)	\$77/load

NOTE: The transportation of material to NAS Norfolk AIMD is done by the Public Works Transportation Pool. The cost of this transportation is negligible in comparison to the above rates. Therefore, such costs are assumed to be zero.

Figure 9

The total transportation cost for the movement of the non-RFI and RFI material was estimated for each period of deployment. These costs are shown in Figure 11. For this analysis, the transportation costs are relevant as they arise from the style of support in the proposed system. The other resources required for the repair process (test equipment,

TOTAL TRANSPORTATION COSTS OF THE PROPOSED SYSTEM

$$TC = \sum_{i=1}^n A_i \times WGT_i \times SR_i \quad (4.1)$$

Where:

- TC = Total transportation costs
- A_i = Number of failures of component i.
- WGT_i = Weight of one unit of component i.
- SR_i = Shipping rate for component i determined by its repair location, shown in Figure 9.

Figure 10

**TOTAL TRANSPORTATION COST FOR CV 66 (MAY-NOV 89)
UNDER THE PROPOSED SYSTEM OF IMA SUPPORT**

MAY-JUL:	\$51,951.00
MAY-AUG:	\$111,787.00
MAY-NOV:	\$148,486.00

Figure 11

tools, and trained technicians) will be the same as in the current system.

C. MANPOWER

The analysis of the manpower required by the proposed system was based on the USS America AIMD Manpower Authorization (OPNAVINST 1000/2) [Ref. 31]. From this document, the quantity and paygrade of "core" AIMD personnel affected by the proposed IMA support structure were obtained. The manpower authorization for the Sea Operational Detachment (SEAOPDET) for CV 66 was obtained from the OPNAV Instruction 1000/2 for NAS Norfolk [Ref. 32], NAS Oceana [Ref. 33], NAS Jacksonville [Ref. 34], NAS Cecil Field [Ref. 35], and NAS Whidbey Island [Ref. 36]. These documents were analyzed to determine the quantity and paygrade of SEAOPDET personnel affected by the proposed structure. Analysis revealed a significant increase in cost for the Navy due to the entitlement of basic allowances when a sailor occupies a shore billet.

1. Personnel Costs

As shown in Chapter II, pay and allowances for a sailor on sea duty consist primarily of Base Pay and Sea Pay. Pay and allowances for a shore based sailor consist of Base Pay, Basic Allowance for Quarters (BAQ), Basic Allowance for Subsistence (BAS), and a Variable Housing Allowance (VHA). A comparison of these costs, as they pertain to the CV 66 AIMD and SEAOPDET personnel, are shown in Figure 12. Basic Pay is excluded from Figure 12 as it would be the same for both alternatives.

COMPARISON OF MONTHLY PAY AND ALLOWANCES (\$) FOR CV 66 AIMD AND SEAOPDET PERSONNEL

RATE	NO.	SEA PAY	CURRENT TOTAL	BAS	BAQ	PROPOSED TOTAL
O-5	1	260	260	119.61	655.2	774.81
O-4	2	220	440	119.61	577.9	1395.02
O-3	3	160	480	119.61	478.3	1793.73
O-2	1	195	195	119.61	408.2	527.81
W-2	1	265	265	119.61	431.0	550.61
E-9	2	395	790		490.5	981.00
E-8	7	395	2765		452.1	3164.70
E-7	20	350	7000		420.1	8402.00
E-6	75	325	24375		388.1	29107.50
E-5	110	315	34650		349.0	38390.00
E-4	122	150	18300		303.5	37027.00
E-3	57	60	3420		282.4	16096.80
TOTAL			92,940			138,210.98

NOTE: The numbers for each paygrade (Col. 2) represent AIMD core personnel and SEAOPDET personnel

Figure 12

As shown in Figure 12, the increase due to costs from the reassignment of AIMD personnel from ship to shore is significant. Movement of AIMD personnel ashore full time would increase their total pay and allowances by \$45,272.98 each month, approximately fifty percent more than the current system. A substantial characteristic of this is that it is a recurring (monthly) expenditure.

2. Limiting Factors

Further examination of the proposed system revealed that the increase in costs due to the reassignment of AIMD personnel from the ship to a shore based AIMD is tempered by the fact that it is infeasible to relocate ashore the personnel from the ship's Support Equipment Division (IM-4). The IM-4 Division personnel consist of Support Equipment Technicians who are responsible for the maintenance of the Ground Support Equipment (GSE) that is used with and on aircraft during flight operations. IM-4 Division personnel are required to be where the GSE is operated because they perform both organizational and intermediate level maintenance on the GSE [Ref. 1:p. 2-14].

During daily operations, IM-4 Division personnel give subcustody of the GSE to squadron personnel or other shipboard personnel for use. After use, the GSE is returned to the AIMD and the IM-4 personnel perform routine maintenance, inspections, and necessary component repair on the gear to maintain

support equipment operational capability. If IM-4 personnel were not aboard ship, the personnel that use the gear would be required to perform this maintenance and repair. Costs would be incurred to attempt to train the users aboard ship in proper maintenance procedures for the wide variety of GSE that is used aboard a carrier. The maintenance would not be as efficient or effective as it would have been if performed by IM-4 personnel because the user does not have the same sense of "ownership" for the support equipment as the IM-4 personnel. The aircraft are the primary focus for squadron maintenance efforts and the GSE would be secondary.

Another factor that contributes to the difficulty of transferring IM-4 personnel ashore is the style of logistics support in the proposed system with only spare components aboard ship. In GSE maintenance, the end item is the unit of GSE. IM-4 works directly on the end item. If the proposed model was in place, with no IM-4 personnel aboard, spare units of GSE would be required to enable effective support. The size and price of the GSE, however, would limit the quantity that can be stored aboard ship and would significantly affect storage of other repairable components. If additional GSE were stored aboard ship, it would occupy space that could be used to store aircraft components. This would have a direct effect on the support for deployed aircraft in the proposed system, which would degrade aircraft readiness.

Considering the above factors, if the maintenance of GSE remained the same as in the current system and the IM-4 personnel remained aboard ship, the increase in costs for personnel that were outlined in Figure 12 would be decreased \$6,038.90 (approximately 13.3 percent) as shown in Figure 13.

ALLOWANCES FOR CV 66 IM-4 DIVISION PERSONNEL

<u>RATE</u>	<u>NO.</u>	<u>SEA PAY</u>	<u>BAO</u>
E-8	1	395	452.1
E-7	2	700	840.2
E-6	9	2925	3492.9
E-5	17	5355	5933.0
E-4	19	2850	5766.5
E-3	8	<u>480</u>	<u>2259.2</u>
TOTAL		12705	18743.9

Figure 13

V. CONCLUSIONS AND RECOMMENDATIONS

Consolidation of all Naval aircraft intermediate level maintenance at the shore based AIMDs would affect many logistical aspects of the aircraft maintenance process. The changes that would be likely to occur in the current system of intermediate level maintenance were shown to have substantial economic and operational impact. The proposed changes presented in the previous chapters were substantiated with actual data from the fleet. Elimination of the afloat AIMD would most likely increase the cost of aircraft maintenance and support. The proposed system was also shown to be more complex in its operations.

A. SUMMARY OF FINDINGS

1. Economics

Implementation and operations in the proposed system would entail significant costs. These involve procuring the material required to provide sufficient support for the proposed system and repositioning the support assets (i.e., tools and test equipment) at the NAS from which the support is provided. A summary of the estimated costs involved with implementation and operation of the proposed system are shown in Figure 14.

**SUMMARY OF COSTS FOR IMPLEMENTATION AND OPERATION
OF THE PROPOSED SYSTEM***

INCREASED AVCAL ALLOWANCE	\$130.4 million
REMOVAL OF AIMD ASSETS FROM SHIP	\$350,000
TRANSPORT OF AIMD ASSETS TO NAS	\$3299
TECHNICAL EXPERTISE FOR REMOVAL AND INSTALLATION OF EQUIPMENT	\$1.25 million
NAS AIMD MODS TO ACCOMMODATE EQUIPMENT	\$41,700
TRANSPORTATION OF PARTS TO AND FROM SHIP	\$148,486
PERSONNEL ALLOWANCES FOR SHORE-BASED BILLETS	<u>\$235,392</u>
TOTAL COSTS:	\$132.4 million

*These numbers are directly related to CV 66 and
her May to November 1989 deployment.

Figure 14

The most significant of the costs involved in providing all intermediate level maintenance support from the shore facilities arise from the procurement of the large number of components that would be required aboard ship to meet the prescribed standards of AVCAL support. It was shown that with no AIMD support aboard ship the AVCAL would markedly increase in range and depth. The quantity of AVCAL line items was shown to increase due to the fact that with no repair capability aboard ship every failure of a repairable component would be considered BCM. This would directly contribute to an increase in the AVCAL allowance, shown in Figure 1 on page 22.

The allowances for a sample of AVCAL items were recomputed assuming there was no AIMD support aboard ship. The equation for a regression line was calculated and used to estimate the proposed allowance quantity for each of the remaining AVCAL items that were repaired during the deployment of the USS America. The estimated cost required to increase the current AVCAL to meet the prescribed standards in the proposed system was estimated to be \$130.4 million. The research also found that the cost for material support could be greater than that figure if the large number of non-AVCAL components repaired by AIMD that were to be included in the AVCAL allowance. The range of the AVCAL would have to be increased if the non-AVCAL components that were repaired could affect the mission readiness of the aircraft.

Another substantial cost involved with the proposed system is the cost of disconnecting and removing the AIMD equipment from the ship and preparing it for shipment to the appropriate shore AIMD. Implementation of the proposed system would cost the Navy \$1.65 million to remove the AIMD equipment from the ship, and transport to and install it at the appropriate NAS AIMD. These costs include the cost of the technical experts to supervise the disconnection and installation, the logistical experts contracted by the Navy to manage and account for all of the assets, materials for packaging and preparation of the assets, and the means to transport the material from the ship to the receiving NAS AIMD.

Costs would also be incurred under the proposed system if the number of units of an NSN in the allowance aboard ship were not sufficient to support flight operations. In this situation, off-ship support would be required via airlift or surface ship transport. The costs for movement of material to and from CV 66, in accordance with the Component Repair Program, was found to be very significant. The aircraft maintenance support costs for USS America (CV 66) would increase an estimated \$148,486 for the transport of components to and from their point of repair during deployment.

A third factor that contributes to increased costs in the proposed system is the employment of AIMD personnel ashore. It was shown that the allowances for a sailor on shore duty are much greater than those for a sailor aboard ship. The Basic Allowance for Quarters (BAQ), Basic Allowance for Subsistence (BAS), and Variable Housing Allowance (VHA) that are authorized for shore duty are much higher than the Sea Pay stipend that is paid to a sailor on sea duty.

Findings from this research, as applied to USS America (CV 66), reveal that payments for the AIMD personnel that would be employed ashore would be \$39,232 greater each month due to increased allowances mentioned in the previous paragraph. This figure did not include the AIMD IM-4 Division personnel as it was determined that they would need to remain aboard ship to provide organizational level maintenance support for the shipboard ground support equipment (GSE).

2. Operations

Operationally, material support with spare parts was found to be physically feasible. With no AIMD aboard ship, 221,014 cubic feet of storage space in the empty AIMD work centers would be available. This space was found to be sufficient for the 140,291 cubic feet required to store the additional AVCAL line items that would be required by the proposed system.

Sufficiency of support with the modified AVCAL allowance, however, was not found. It was shown in Figure 7 on page 51 that the proposed aircraft material support would probably not maintain a satisfactory level of aircraft readiness, even during the first three months of deployment. The data in Figure 7, compiled from the Aviation 3M Summaries of the May to November 1989 Mediterranean deployment of USS America (CV 66), revealed that 41.6 percent of the total aircraft components requiring maintenance during the first three months of deployment could not be properly replaced by the proposed system support structure. The data also showed that 61.5 percent of the components requiring maintenance during the six month deployment would not be rapidly replaced by an RFI component if replenishment was curtailed.

Operationally, the proposed system has a greater probability of not providing the necessary transportation support. The repair process for aviation components is a series of events that must be completed satisfactorily in

order to provide RFI components for the aircraft when they are required. The reliability of this process is determined by the product of the reliability of each step that compose it [Ref. 7:p. 29]. Movement of material to and from the AIMD is an integral step in the aircraft repair process. Comparison of the current IMA system and the proposed model reveals that the reliability of transporting components between the operating activity and the maintenance activity is much lower in the proposed system. An individual carrying a component from one space to another on the ship in the current system is much more reliable than transporting components to and from the ship by aircraft. This is because movement by aircraft is much more complicated. Aircraft moving to and from a ship have a greater number of outside factors affecting it (i.e., weather, air traffic, receipt of parts from different locations) that could fail and cause failure in the system.

B. CONCLUSIONS

Elimination of the shipboard AIMD and consolidation of all intermediate level aircraft maintenance support at the shore based AIMD could be operationally feasible if enough money was invested in the Naval aviation maintenance program to materially support it. Large investments would have to be made in spare components to be stored aboard ship.

A similar investment would be required to enable the transition from the current system of aircraft maintenance

support aboard ship to the proposed system with all intermediate level aircraft maintenance at the NAS. This investment is for improvements in the material transportation system so that it could move aircraft components in such a manner that they are available when required; and in support of the maintenance personnel operating ashore.

Eliminating the afloat AIMD also puts an operational strain on current maintenance support. There is limited flexibility in operations because there are three interacting organizations in the proposed system: the deployed ship; the shore AIMD; and the material transport system (QUICKTRANS). All of these organizations must perform as prescribed or support for deployed flight operations is affected. Each different activity must perform productively, because, in the proposed system, each activity has its own specific role that cannot be readily filled by another activity in the maintenance support process.

C. AREAS FOR FURTHER RESEARCH

This study focused on the USS America (CV 66) and her attached airwing. The study covered only one extended deployment, one that took place in the Mediterranean Sea. Research could be expanded to encompass deployments of other aviation ships, both in the Atlantic and the Pacific Fleet or more deployments by USS America (CV 66) to get a wider range

of data. This would contribute to the accuracy of the conclusions that are drawn.

Research could be done on the supported aircraft. The Mission Essential Subsystem Matrices (MESMs) of these aircraft could be studied to determine which components are the most critical and/or cost effective to be stored aboard ship.¹⁷ This would help reduce the resources that would have to be expended to increase the size of each AVCAL if the proposed system were adopted.

¹⁷MESM - OPNAVINST 5442.4L lists, the equipment systems/subsystems that must be on board and in good working order before an aircraft can qualify as mission ready. [Ref. 1:p. C-24]

APPENDIX A

LOCAL REPAIR CYCLE REQUIREMENT TABLE

<u>RAW LRCA QTY.</u>			<u>LRCR</u>	<u>RAW LRCA QTY.</u>			<u>LRCR</u>
0.000	to	0.110	0	30.769	to	31.665	39
0.111	to	0.201	1	31.666	to	32.564	40
0.202	to	0.721	2	32.565	to	33.464	41
0.722	to	1.342	3	33.465	to	34.365	42
1.343	to	2.016	4	34.366	to	35.267	43
2.017	to	2.727	5	35.268	to	36.170	44
2.728	to	3.463	6	36.171	to	37.074	45
3.464	to	4.219	7	37.075	to	37.980	46
4.220	to	4.991	8	37.981	to	38.887	47
4.992	to	5.776	9	38.888	to	39.795	48
5.777	to	6.573	10	39.796	to	40.703	49
6.574	to	7.379	11	40.704	to	41.612	50
7.380	to	8.194	12	41.613	to	42.522	51
8.195	to	9.016	13	42.523	to	43.433	52
9.017	to	9.844	14	43.434	to	44.345	53
9.845	to	10.678	15	44.346	to	45.258	54
10.679	to	11.517	16	45.259	to	46.172	55
11.518	to	12.361	17	46.173	to	47.086	56
12.362	to	13.210	18	47.087	to	48.001	57
13.211	to	14.063	19	48.002	to	48.916	58
14.064	to	14.920	20	48.917	to	49.832	59
14.921	to	15.780	21	49.833	to	50.749	60
15.781	to	16.643	22	50.750	to	51.667	61
16.644	to	17.509	23	51.668	to	52.586	62
17.510	to	18.378	24	52.587	to	53.506	63
18.379	to	19.250	25	53.507	to	54.426	64
19.251	to	20.124	26	54.427	to	55.346	65
20.125	to	21.000	27	55.347	to	56.267	66
21.001	to	21.879	28	56.268	to	57.189	67
21.880	to	22.760	29	57.190	to	58.111	68
22.761	to	23.643	30	58.112	to	59.034	69
23.644	to	24.528	31	59.035	to	59.958	70
24.529	to	25.415	32	59.959	to	60.882	71
25.416	to	26.303	33	60.883	to	61.806	72
26.304	to	27.193	34	61.807	to	62.731	73
27.194	to	28.084	35	62.732	to	63.656	74
28.085	to	28.977	36	63.657	to	64.582	75
28.978	to	29.872	37	64.583	to	65.509	76
29.873	to	30.768	38	65.510	to	66.436	77

APPENDIX B
ITEMS REPAIRED BY CV-66 AIMD, MAY-AUGUST 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHPNG CHRG (\$)	NAS FIX
000016629	7	18640	18981	113.00	2	6	74560	75924	1439.62	W
000031558	8	663	840	5.50	2	24	14586	18480	0.31	O
000033957	2	1700	4046	0.00	3	10	11900	28322	0.00	O
000036368	5	2740	1573	7.00	3	12	24660	14157	0.25	O
000039145	3	5300	2016	3.50	2	6	21200	8064		
000041236	3	561	200	10.00	2	6	2244	800	0.21	O
000041240	1	374	144	1.82	1	3	748	288	0.00	N
000041259	8	771	600	2.60	5	17	9252	7200	0.00	N
000043034	3	0		11.40	1	3	0	0	0.24	O
000044867	1	0		1.75						
000044964	4	746	360	2.50	1	3	1492	720	0.07	O
000049639	1	471	144	1.82					0.00	N
000049666	1	471	360	2.34	1	3	942	720	0.00	N
000049697	1	1672	360	2.50	1	3	3344	720	0.02	O
000062090	1	1365	360	2.50					0.02	O
000064529	2	1740	360	3.00	2	6	6960	1440	0.04	O
000064664	2	1740	360	2.50	1	3	3480	720	0.04	O
000066481	4	2180	180	2.00	1	3	4360	360	0.06	O
000067956	1	1740	25900	125.00	2	6	6960	103600	0.88	O
000071412	1	1420	288	3.25					0.02	O
000072774	1	1451	196	1.50					0.01	O
000085602	4	455	4046	24.30					0.00	N
000095641	5	817	360	3.00	4	13	7353	3240	0.00	N
000146222	5	672	720	12.00	1	3	1344	1440	0.42	O
000157676	2	2930	896	10.00	1	3	5860	1792		
000181401	1	1860	512	5.00	2	6	7440	2048	0.04	O
000259415	1	545	504	4.60					0.03	O
000298941	7	2081	490	5.00	3	9	12486	2940	0.25	O
000299113	4	2060	504	3.00	2	6	8240	2016	21.84	W
000299303	1	1570	2704	15.00	2	6	6280	10816	27.30	W
000321912	1	588	504	4.40	1	3	1176	1008	0.03	O
000322298	1	796	360	2.50	1	3	1592	720	0.02	O
000408862	1	783	4046	5.00	1	3	1566	8092	0.04	O
000408864	1	1260	840	5.00	1	3	2520	1680	0.04	O
000408906	1	455	360	4.00	1	3	910	720	0.03	O
000417315	1	1010	360	2.50	1	3	2020	720	0.02	O
000417465	1	887	840	6.00	1	3	1774	1680	0.04	O
000417644	3	522	360	8.00	1	3	1044	720	0.17	O
000431167	4	2110	2016	12.80	2	3	2110	2016	0.36	O
000508618	4	393	343	2.40	1	3	786	686	3.84	J
000544717	1	2210	324	4.00	1	3	4420	648	0.03	O
000559517	1	900	2704	5.00	2	6	3600	10816	0.00	N
000566753	3	0							0.00	O
000592726	2	964	3136	20.00	2	6	3856	12544	0.00	N/O
000613386	2	0							0.00	O
000627783	2	592	3952	24.20					0.34	O
000639498	2	0								

APPENDIX B
ITEMS REPAIRED BY CV-66 AIMD, MAY-AUGUST 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHPNG CHRG (\$)	NAS FIX
000649386	1	509	19656	119.00					216.58	W
000653224	2	439	280	3.50					2.80	J
000679066	2	1810	9025	41.30	1	3	3620	18050	150.33	W
000681555	4	11460	5250	21.00					0.00	N
000755861	2	858	240	3.00	2	6	3432	960	0.00	N
000763050	13	271	216	1.00	17	59	11382	9072	0.09	O
000771839	2	1580	360	4.00					0.06	O
000780059	1	958	540	3.80	1	3	1916	1080	1.52	J
000794999	1	1130	2016	8.00					0.00	N
000823353	1	976	224	2.34					0.94	J
000836213	21	1277	1183	16.00	13	45	40864	37856	2.35	O
000836845	1	903	1683	4.00					0.03	O
000843734	5	1100	128	3.00					0.11	O
000843737	4	1040	144	3.00					0.08	O
000857707	19	965	576	9.75	4	25	20265	12096	1.30	O
000863840	5	2010	2448	8.00	22	76	108540	132192	0.28	O
000876089	7	5830	9690	55.00	4	13	52470	87210	2.70	O
000894403	7	0							0.00	O
000897903	1	271	216	1.50						
000897912	8	1470	4500	21.10					0.00	N/O
000898034	6	439	2016	8.50	5	17	5268	24192	0.00	N/O
000903248	1	1267	264	1.50	1	3	2534	528	0.01	O
000903249	1	812	360	2.50					0.02	O
000903254	1	990	330	2.50					0.02	O
000925589	1	920	300	5.00	1	3	1840	600	0.04	O
000943020	1	409	360	1.50					0.01	O
000956109	2	877	264	1.50	1	3	1754	528	0.02	O
000978709	1	403	280	1.00					0.01	O
000978710	1	289	280	1.00					0.01	O
000979165	1	2440	1575	5.50	2	6	9760	6300	0.04	O
000979695	1	4780	14553	85.70					0.60	O
001007741	1	1820	1575	5.00	2	6	7280	6300	0.04	O
001007911	6	22100	18392	129.00	4	13	198900	165528	309.60	J
001007914	8	3790	7616	76.30	2	6	15160	30464	244.16	J
001007931	1	2100	9072	40.30	1	3	4200	18144	16.12	J
001010342	3	11420	14553	88.30	3	10	79940	101871	1.85	O
001016381	6	2290	2016	10.00	3	10	16030	14112	24.00	C/J
001016830	12	1180	2100	14.00	3	10	8260	14700	1.18	O
001022425	1	1960	9765	38.10	2	6	7840	39060	0.00	N
001028684	1	1210	315	15.00	1	3	2420	630	6.00	J
001051083	3	911	1560	17.10	2	3	911	1560	0.36	O
001062348	1	856	600	3.00	1	3	1712	1200	0.02	O
001062435	1	527	600	3.00					0.02	O
001069615	3	1480	600	6.50					8.97	C
001097199	2	2810	7056	90.00	20	69	137690	345744	82.80	C
001097328	1	1150	5120	25.00	20	69	56350	250880	11.50	C
001099394	7	14660	18910	124.00	3	10	102620	132370	1579.76	W

APPENDIX B
ITEMS REPAIRED BY CV-66 AIMD, MAY-AUGUST 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHPNG CHRG (\$)	NAS FIX
001100938	39	1880	7600	26.00	10	34	45120	182400	7.10	O
001101019	2	1630	4046	25.80	2	6	6520	16184	0.36	O
001103452	5	21040	33670	406.00					933.80	C
001103625	2	2540	5152	25.00					0.35	O
001104882	5	322	2592	4.10	1	3	644	5184	0.14	O
001104883	1	1720	2592	11.00					0.08	O
001104912	5	1710	768	8.00					0.28	O
001105671	2	3550	13209	85.70	1	3	7100	26418	1.20	O
001105702	1	2090	1575	5.00					0.04	O
001106130	2	740	14553	66.90	2	6	2960	58212	243.52	W
001106262	2	2920	2704	28.00					0.39	O
001108125	2	2940	2704	25.00					0.35	O
001108144	3	27310	18981	115.00	2	6	109240	75924	2.42	O
001108145	8	2630	3456	25.00	2	6	10520	13824	1.40	O
001108148	1	3550	6699	10.00	2	6	14200	26796	0.07	O
001108174	4	6430	2704	16.10					0.45	O
001108224	2	360	144	1.82	1	3	720	288	0.00	N
001108443	3	3750	8736	59.00					1.24	O
001108526	8	1010	840	2.50	2	6	4040	3360	0.14	O
001108532	1	2400	84	0.75					0.01	O
001150518	1	478	360	4.00	1	3	956	720	0.00	N
001150692	1	2120	30600	170.00	2	6	8480	122400	0.00	N
001151031	1	544	288	1.00	1	3	1088	576	0.01	O
001151032	2	475	288	1.00	2	6	1900	1152	0.01	O
001151245	12	911	200	1.25					0.11	O
001151667	1	1720	9765	80.20					32.08	J
001159135	1	1080	900	5.00					0.04	O
001166139	2	9150	30800	150.00	2	6	36600	123200	120.00	J
001174115	1	934	5250	18.00	1	3	1868	10500	0.13	O
001174118	2	1110	2016	26.00					0.36	O
001216932	10	17540	60480	301.00	7	24	298180	1028160	21.07	O
001216946	35	3920	9216	94.50	4	13	35280	82944	23.15	O
001217299	24	3480	13209	86.60	5	17	41760	158508	14.55	O
001217319	7	4330	13209	97.10	2	6	17320	52836	4.76	O
001217359	13	3920	13209	95.40	5	17	47040	158508	8.68	O
001217690	1	916	360	2.50	1	3	1832	720	0.02	O
001217742	1	633	600	3.20	1	3	1266	1200	0.02	O
001217746	1	1320	360	2.00	1	3	2640	720	0.01	O
001217758	1	878	600	2.00	1	3	1756	1200	0.01	O
001217789	1	513	260	7.00					0.05	O
001217848	1	734	600	2.00	1	3	1468	1200	0.01	O
001217954	1	0	360	3.00	1	3	0	720	0.02	O
001220349	1	698	360	2.50	1	3	1396	720	0.02	O
001220350	1	848	360	3.60					0.03	O
001220358	3	1090	10948	52.20	2	6	4360	43792	1.10	O
001222820	3	917	750	4.00	1	3	1834	1500	0.08	O
001223309	1	829	504	4.00	1	3	1658	1008	0.03	O

APPENDIX B
ITEMS REPAIRED BY CV-66 AIMD, MAY-AUGUST 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHPNG CHRG (\$)	NAS FIX
001223769	2	815	2744	16.50	1	3	1630	5488	0.23	O
001223795	2	1040	4500	26.50	1	3	2080	9000	0.37	O
001226450	7	1330	5544	34.90					1.71	O
001228112	63	8740	14553	105.00	5	17	104880	174636	46.31	O
001228700	5	2010	7938	60.10	2	6	8040	31752	2.10	O
001236750	7	1730	1377	4.00					0.20	O
001236781	53	3680	13209	102.00	4	13	33120	118881	37.84	O
001236782	2	864	360	4.40	1	3	1728	720	0.06	O
001236951	1	1060	360	7.00					0.05	O
001237474	1	1360	300	2.50	1	3	2720	600	0.02	O
001239353	1	1160	360	2.50	1	3	2320	720	0.02	O
001239369	2	6620	59163	286.00					4.00	O
001239376	25	3530	13209	26.60	3	10	24710	92463	4.66	O
001239561	1	850	360	2.50	1	3	1700	720	0.02	O
001240481	3	1430	1575	8.00	2	6	5720	6300	0.17	O
001240690	3	1850	1575	10.00	2	6	7400	6300	0.21	O
001241064	1	2790	5152	29.50					0.21	O
001241347	3	4640	53125	170.00					3.57	O
001249383	2	51460	18981	108.50					99.82	C
001249917	2	2140	4116	67.50	13	45	68480	131712	245.70	W
001265072	2	1480	1456	7.00	2	6	5920	5824	25.48	W
001270189	3	1250	5054	653.00	12	41	36250	146566	901.14	C
001275581	1	545	576	1.00	1	3	1090	1152	0.40	J
001288178	5	6080	9025	39.10	4	13	54720	81225	89.93	C
001288181	1	452	600	2.00					0.92	C
001322919	1	763	600	2.00	1	3	1526	1200	0.01	O
001323129	7	739	360	3.00	1	3	1478	720	0.15	O
001350132	2	1090	640	2.50	2	6	4360	2560	2.00	J
001375890	3	1750	2535	9.25	3	19	28000	40560	0.19	O
001376488	2	2563.7	572	3.20	4	13	23073	5148	0.04	O
001376492	2	4357.5	572	3.20	2	6	17430	2288	0.04	O
001376532	12	1030	320	3.60	8	13	5150	1600	0.30	O
001387747	2	771	882	9.60	3	10	5397	6174	0.13	O
001387767	7	2120	4500	20.00	3	10	14840	31500	0.98	O
001389511	8	2470	1080	9.40	3	26	56810	24840	0.53	O
001396032	1	1030	600	3.10	1	3	2060	1200	0.02	O
001396178	5	2950	10000	250.00	3	3	0	0	8.75	O
001401729	4	21040	17100	100.00					184.00	C
001401775	53	1940	3276	18.00	9	31	42680	72072	6.68	O
001401785	1	358	756	4.00	1	3	716	1512	0.03	O
001401823	2	699	450	3.50	1	3	1398	900	0.05	O
001407843	2	350	360	3.00					0.00	N/O
001407845	9	1130	392	4.10					0.00	N
001407847	1	221	360	3.00	1	3	442	720	0.00	N
001410260	1	396	4046	23.30					0.16	O
001410284	2	1680	360	0.75	1	3	3360	720	0.01	O
001410285	2	1482	360	0.75	2	6	5928	1440	0.01	O

APPENDIX B
ITEMS REPAIRED BY CV-66 AIMD, MAY-AUGUST 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHPNG CHRG (\$)	NAS FIX
001411356	6	268	96	0.75	5	17	3216	1152	0.03	O
001425512	39	6410	14553	88.30	5	17	76920	174636	24.11	O
001438941	12	2790	7938	31.60	3	10	19530	55566	2.65	O
001453218	4	291	360	3.00					0.00	N
001462276	23	538	700	6.60	4	13	4842	6300	1.06	O
001466930	1	1110	360	2.00					0.01	O
001466934	2	866	360	3.00	1	3	1732	720	0.04	O
001469414	1	1180	600	3.50					0.02	O
001473014	1	669	42	3.00					0.02	O
001473139	4	1680	3648	10.00	2	10	13440	29184	0.28	O
001473199	4	1950	5292	21.00	6	20	27300	74088	0.59	O
001476002	1	1320	600	3.50	1	3	2640	1200	0.02	O
001479030	1	1010		0.02	1	3	2020	0	0.00	O
001479061	2	609	600	6.60	1	3	1218	1200	0.09	O
001479062	1	1380	360	3.00	1	3	2760	720	0.02	O
001479063	1	554	360	3.50	2	6	2216	1440	0.02	O
001481152	2	3970	2000	18.00	1	1	0	0	0.25	O
001481157	1	3850	2800	28.00	1	3	7700	5600	0.20	O
001485987	2	771	882	9.60					0.13	O
001485988	1	2120	4500	20.00					0.14	O
001485989	2	1250	315	3.00					0.04	O
001486938	2	28080	14553	86.60					79.67	C
001486988	27	7670	14553	51.50	4	13	69030	130977	9.73	O
001487279	8	0	2016	3.00	4	13	0	18144	0.17	O
001487296	2	1190	600	5.40	3	20	20230	10200	0.08	O
001487819	3	513	360	4.00	1	3	1026	720	0.08	O
001487832	1	548	360	3.60	1	3	1096	720	0.03	O
001487833	2	535	840	11.00	2	6	2140	3360	0.15	O
001487838	1	3010	840	7.00	2	6	12040	3360	0.05	O
001487854	24	3520	14553	105.00	2	6	14080	58212	17.64	O
001488041	2	856	500	4.50	5	17	10272	6000	0.06	O
001488246	3	21270	14553	51.80					1.09	O
001488420	1	1120	504	3.60	1	3	2240	1008	0.03	O
001488427	1	583	360	2.00					0.01	O
001488433	1	503	360	3.00	1	3	1006	720	0.02	O
001488439	1	802	360	3.00	1	3	1604	720	0.02	O
001488473	3	2900	14553	105.00					2.21	O
001488492	2	78.01	9	0.80						
001488544	1	883	4096	7.00					0.05	O
001490702	4	3090	2016	31.00	9	31	67980	44352	0.87	O
001490707	2	1380	14553	63.70	5	17	16560	174636	0.89	O
001491319	58	11460	9025	59.00	9	31	252120	198550	0.00	N/O
001498342	1	545	360	3.00	1	3	1090	720	0.02	O
001498426	6	1570	216	2.00	2	27	39250	5400	0.08	O
001506526	2	271	216	1.50					0.00	N
001506986	2	1080	196	3.00	1	3	2160	392	10.92	W
001524223	1	1080	840	3.70	3	10	7560	5880	0.03	O

APPENDIX B
ITEMS REPAIRED BY CV-66 AIMD, MAY-AUGUST 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHPNG CHRG (\$)	NAS FIX
001524279	2	539	600	5.00	1	3	1078	1200	0.07	O
001530936	1	476	792	3.50	1	3	952	1584	0.02	O
001538316	2	402	297	1.00	1	3	804	594	0.01	O
001538361	1	1800	990	7.00	2	6	7200	3960	0.05	O
001554604	2	994	360	3.60	1	3	1988	720	0.05	O
001554605	1	1460	360	2.50	1	3	2920	720	0.02	O
001554606	1	1660	192	2.00	1	3	3320	384	0.01	O
001554607	1	767	360	3.00	1	3	1534	720	0.02	O
001554608	2	545	360	2.50	1	3	1090	720	0.04	O
001554615	2	1370	324	2.50	1	3	2740	648	0.04	O
001554617	1	560	600	2.00	1	3	1120	1200	0.01	O
001554618	1	632	600	2.00	1	3	1264	1200	0.01	O
001554624	1	625	360	3.00	1	3	1250	720	0.02	O
001554637	1	883		0.02	1	3	1766	0	0.00	O
001574352	17	1240	9600	70.50	8	27	23560	182400	2181.27	W
001590805	1	664	1053	6.00					0.04	O
001591050	1	1270	98	1.25					0.01	O
001601355	3	1220	324	4.00	1	2	1220	324	0.08	O
001601372	1	1030	4046	20.40	2	6	4120	16184	0.14	O
001602199	2	2470	1430	15.00	1	3	4940	2860	0.21	O
001602214	1	662	360	0.98	1	3	1324	720	0.01	O
001609760	1	1160	360	2.00					0.01	O
001609791	3	513	360	1.75	1	3	1026	720	0.04	O
001618542	1	1520	360	3.00	1	3	3040	720	0.02	O
001618570	19	3930	720	9.00	5	34	113970	20880	1.20	O
001618782	14	2230	19964	125.00	12	41	64670	578956	12.25	O
001631691	2	458	504	3.40	1	3	916	1008	0.05	O
001631694	1	582	968	7.00	1	3	1164	1936	0.05	O
001635337	1	604	504	3.00	1	3	1208	1008	0.02	O
001635340	1	604	504	3.00	1	3	1208	1008	0.02	O
001635352	2	874	360	3.00	1	3	1748	720	0.04	O
001635992	1	920	1350	10.00					0.07	O
001636256	2	1100	600	2.50					0.04	O
001636257	6	1080	600	2.50	1	3	2160	1200	0.11	O
001644226	1	1170	770	1.75	3	17	16380	10780	0.01	O
001645857	38	2130	3564	60.00	24	83	125670	210276	15.96	O
001652966	2	7730	9025	56.30	2	6	30920	36100	45.04	J
001655720	6	889	810	8.20	3	10	6223	5670	0.34	O
001655777	6	1130	832	5.50	6	8	2260	1664	13.20	J
001655838	11	1730	21840	76.30	25	87	107260	1354080	5.88	O
001660609	2	1230	600	4.00					0.06	O
001660702	2	5470	9025	45.20	1	3	10940	18050	0.63	O
001674380	2	1000	275	4.10					0.06	O
001677585	4	3085	972	1.00	3	10	21595	6804	0.03	O
001678388	3	868	4624	30.10					0.63	O
001683590	7	5330	13209	65.70	4	13	47970	118881	183.96	C/J
001683630	12	3920	768	5.00	1	3	7840	1536	0.42	O

APPENDIX B
ITEMS REPAIRED BY CV-66 AIMD, MAY-AUGUST 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHPNG CHRG (\$)	NAS FIX
001683631	6	1640	1200	6.00	4	13	14760	10800	0.25	O
001683802	8	1150	280	5.50	7	24	19550	4760	80.08	W
001686105	5	3170	2000	22.20	9	31	69740	44000	0.78	O
001687421	6	0	4704	21.00	2	6	0	18816	0.00	N
001687423	1	0	4704	33.70	1	3	0	9408	0.00	N
001688769	43	3960	7938	63.00	10	34	95040	190512	18.96	O
001688770	3	974	3696	10.75	4	13	8766	33264	0.23	O
001688856	3	1250	315	3.00					0.06	O
001690849	1	482.16		1.60					0.01	O
001691594	1	2650	19500	70.10					127.58	W
001691595	1	2650	19500	69.40					126.31	W
001726959	3	1060	150	3.00	3	8	5300	750	0.06	O
001729240	5	477	840	5.60	2	8	2862	5040	0.20	O
001732736	1	638	600	2.00	1	3	1276	1200	0.01	O
001732748	1	604	360	2.00	1	3	1208	720	0.01	O
001764475	5	715.6	200	5.00	1	3	1431	400	10.00	J
001773418	1	1290	1008	13.00					0.09	O
001773543	2	7000	41392	127.00					0.00	N
001776370	1	771	360	1.00	1	3	1542	720	0.01	O
001780283	1	540	8750	15.00	1	3	1080	17500	0.00	N
001792655	2	1730	19500	70.10					0.98	O
001795086	3	2010	2448	8.00					0.17	O
001808059	1	1610	1950	21.00					0.15	O
001822002	27	1920	3136	13.50	3	10	13440	21952	2.55	O
001862953	1	1090	5460	2.00					3.64	W
002099562	1	3100	600	3.70	1	3	6200	1200	1.70	C
002099621	1	1190	840	4.50	2	6	4760	3360	0.00	N
002133914	1	7226	504	1.25					0.58	C
002298915	2	1710	2704	15.00	1	3	3420	5408	54.60	W
002304004	1	2097.2	378	1.25					0.58	C
002314920	1	561	96	2.00	1	3	1122	192	0.01	O
002315292	1	234	504	3.00	2	6	936	2016	0.02	O
002327679	2	1060	360	2.40	1	3	2120	720	0.03	O
002327680	1	1060	840	4.00	1	3	2120	1680	0.03	O
002327683	1	1060	840	4.00	2	6	4240	3360	0.03	O
002327748	2	1950	6137	32.30					0.45	O
002327805	1	1070	600	2.00	1	3	2140	1200	3.64	W
002327913	1	2305.8	450	1.70					3.09	W
002327914	3	4585.5	450	1.70					9.28	W
002395200	14	4300	9216	50.00	5	17	51600	110592	4.90	O
002396592	8	512	168	1.00	2	6	2048	672	3.20	J
002398910	1	2042	600	2.00	2	6	8168.92	2400	0.92	C
002399045	2	2815	600	2.00	2	6	11261.8	2400	1.84	C
002399305	1	1270	504	3.00	3	10	8890	3528	0.02	O
002399339	1	428	504	3.00	7	24	7276	8568	0.02	O
002399362	2	443	504	3.00	1	3	886	1008	0.04	O
002399912	1	922.93	360	2.00					0.92	C

APPENDIX B
ITEMS REPAIRED BY CV-66 AIMD, MAY-AUGUST 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHPNG CHRG (\$)	NAS FIX
002442816	1	1610	19500	70.10					0.00	N
002453022	1	6000	30210	64.30					0.45	O
002489837	1	8610	2704	14.00	1	3	17220	5408	6.44	C
002490196	1	3640	600	2.00					0.92	C
002500528	1	1320	504	3.00	2	6	5280	2016	0.02	O
002527305	2	518.75	600	2.00					1.84	C
002527343	4	51460	84670	444.00					816.96	C
002527914	4	3970	9025	60.70	13	45	127040	288800	111.69	C
002528027	8	3090	14553	79.50	2	6	12360	58212	0.00	N
002528030	1	526	4046	25.00	1	3	1052	8092	0.00	N
002528031	2	1550	9675	67.50					0.00	N
002531822	1	2440	1728	12.00	1	2	2440	1728	0.08	O
002533478	9	642	441	1.37	7	24	10914	7497	0.09	O
002548484	2	291.7	144	0.20	2	6	1166.8	576		
002554092	4	942	6137	31.00	1	3	1884	12274	0.00	N
002554094	2	664	18981	119.00	2	6	2656	75924	0.00	N
002609521	1	764	1440	10.20	1	3	1528	2880	0.07	O
002700011	1	769.01	216	1.50	1	3	1538	432	0.01	O
002700094	1	2570	18981	91.10					0.00	N
002765479	1	2660	9025	50.00	1	3	5320	18050	23.00	C
002777584	3	0	113223	115.00	1	3	0	226446	158.70	C
002794052	3	1104	105	1.25	2	6	4416	420	0.03	O
002815260	1	721	600	3.00	1	3	1442	1200	1.38	C
002815352	1	0	840	4.00					1.84	C
002834255	2	1415	105	2.00	1	3	2830	210	0.03	O
002837285	1	1730	3360	8.00					0.06	O
002837315	2	960	288	2.00	1	3	1920	576	0.03	O
002857552	3	2070	420	4.00	1	3	4140	840	0.08	O
002858355	1	1150	600	2.00	2	6	4600	2400	0.92	C
002875708	2	438	360	2.00	1	3	876	720	1.84	C
002875726	1	0	4500	19.00	1	3	0	9000	8.74	C
002875750	2	779	14553	66.20	2	6	3116	58212	60.90	C
002875752	1	316	360	2.00					0.92	C
002880805	1	2450	490	4.00	1	2	2450	490	0.03	O
002881269	2	2520	9025	40.30	2	6	10080	36100	0.00	N
002881797	2	2560	6137	37.00					34.04	C
002881798	7	2850	9765	37.00					119.14	C
002881886	1	2110	6137	31.00					14.26	C
002913719	1	1750	441	2.34					0.02	O
002914431	3	338	360	2.00					2.76	C
002914764	2	2490	2704	16.00					14.72	C
002946291	1	1030	576	4.00	1	3	2060	1152	1.84	C
002947037	2	2410	9025	44.30	2	6	9640	36100	0.00	N
002947045	6	2320	9216	55.20	1	3	4640	18432	0.00	N
002947758	2	2280	1200	6.00	1	3	4560	2400	0.00	N
002948890	2	2690	4500	30.10	13	45	86080	144000	27.69	C
003001857	5	2340	9025	45.20	2	6	9360	36100	0.00	N

APPENDIX B
ITEMS REPAIRED BY CV-66 AIMD, MAY-AUGUST 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHPNG CHRG (\$)	NAS FIX
003001890	1	6000	336474		1	3	12000	672948	0.00	C
003001934	6	527	600	3.00	3	10	3689	4200	0.13	O
003001936	1	830	600	3.00	1	3	1660	1200	0.02	O
003011068	1	2030	600	2.00					0.92	C
003011240	2	979	600	2.00					1.84	C
003029315	3	567	600	3.00	1	3	1134	1200	0.06	O
003029345	2	883	4046	31.00	1	3	1766	8092	0.43	O
003029373	13	1790	14553	72.90	4	13	16110	130977	435.94	C
003047311	1	635	600	2.00					0.92	C
003047369	16	1440	600	2.00					14.72	C
003047377	1	967	600	2.00					0.92	C
003080554	1	754	600	2.00					0.92	C
003102092	3	2640	11520	40.30	1	3	5280	23040	0.85	O
003102739	2	2490	600	2.00					1.84	C
003104010	2	2490	840	3.40					3.13	C
003104071	1	2630	840	3.40					1.56	C
003104082	3	2330	840	3.40					4.69	C
003104143	6	2400	840	3.40					9.38	C
003104163	1	2480	840	3.40					1.56	C
003104575	2	2700	840	3.40	2	6	10800	3360	3.13	C
003119013	1	3470	840	3.50	1	3	6940	1680	1.61	C
003140827	2	891	360	2.50	1	3	1782	720	0.04	O
003140835	4	2630	840	3.40	1	3	5260	1680	6.26	C
003140837	1	3120	840	3.40					1.56	C
003140838	1	2330	840	3.40					1.56	C
003141122	3	1240	840	3.40	1	3	2480	1680	4.69	C
003188592	5	4750	6137	43.00	2	6	19000	24548	1.51	O
003204393	6	21400	33495	100.00					276.00	C
003211991	8	879	840	3.40					12.51	C
003219025	2	1360	360	1.75	1	3	2720	720	0.02	O
003230458	16	1800	3344	10.00	5	17	21600	40128	73.60	C
003230635	1	2570	5152	28.00					12.88	C
003231080	1	17660	33495	100.00					46.00	C
003246403	3	16220	30450	103.00					142.14	C
003274005	1	271	125	1.00					0.01	O
003274390	1	2630	840	3.40					1.56	C
003288402	1	13690	30450		3	10	95830	213150	0.00	C
003323690	2	1380	960	7.00	2	20	24840	17280	0.10	O
003324077	2	2630	840	3.40	1	3	5260	1680	3.13	C
003324137	10	25080	59163	100.00					460.00	C
003349267	4	14200	3120	37.60	3	10	99400	21840	69.18	C
003373708	2	766	840	3.00	3	10	5362	5880	2.76	C
003380543	1	399	360	3.00	1	3	798	720	0.02	O
003416504	1	804	540	3.00	1	3	1608	1080	0.02	O
003450728	2	559	600	2.00	1	3	1118	1200	1.84	C
003450895	1	1090	840	3.00	1	3	2180	1680	1.38	C
003450918	1	1880	600	2.00	1	3	3760	1200	0.92	C

APPENDIX B
ITEMS REPAIRED BY CV-66 AIMD, MAY-AUGUST 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHPNG CHRG (\$)	NAS FIX
003451108	7	575	600	2.00	1	3	1150	1200	6.44	C
003462559	3	409	6137	25.80	2	6	1636	24548	0.54	O
003462708	1	15880	12600	91.80	3	9	95280	75600	42.23	C
003462801	3	479	600	2.50	2	6	1916	2400	3.45	C
003490235	1	3430	4500	23.00	2	6	13720	18000	10.58	C
003490249	3	479	600	2.00					2.76	C
003519035	2	425	600	1.75	1	3	850	1200	1.61	C
003536659	5	313	150	1.50	12	41	9077	4350	0.05	O
003571188	2	4077	7220	32.00	2	6	16308	28880	29.44	C
003581300	4	1419	768	2.00	2	6	5676	3072	3.68	C
003581306	3	1060	360	2.50	3	10	7420	2520	3.45	C
003646035	2	5095.4							0.00	O
003711657	8	883	320	3.00	1	3	1766	640	0.17	O
003725542	1	2309.8	384	2.00						
003725543	1	0	20328		2	6	0	81312	0.00	C
003951423	3	2395	20328	4.25	1	3	4790	40656	5.87	C
003951749	12	17790	18981	105.00					579.60	C
003952550	1	1930	40128	85.50	1	3	3860	80256	0.00	N
003995388	3	17790	18981	105.00					144.90	C
004050620	1	1300	952	7.50	1	1	0	0	0.05	O
004063232	1	740	105	1.00					0.40	J
004080816	1	592	360	4.00	1	3	1184	720	0.03	O
004080817	1	598	360	3.00					0.02	O
004081805	1	767	600	3.00					0.02	O
004093126	1	858	600	3.00	1	3	1716	1200	0.02	O
004093175	2	245	360	2.00	2	6	980	1440	0.03	O
004132458	1	488	600	3.00					0.02	O
004132461	1	488	600	3.00	1	3	976	1200	0.02	O
004132592	1	2830	600	7.40	2	6	11320	2400	0.05	O
004132621	1	4090	17100	105.00	1	3	8180	34200	0.00	N
004132990	14	17790	18981	105.00					676.20	C
004133137	7	11010	18981	130.70					420.85	C
004134976	1	4860	40448	86.10					0.60	O
004134978	1	5140	40448	86.10					0.60	O
004135029	1	1760	350	3.60					1.66	C
004150337	1	787	360	2.50	1	3	1574	720	0.02	O
004183158	1	2240	2299	20.00					0.14	O
004188806	1	540	600	3.00					0.02	O
004216537	1	2070	504	3.60	2	6	8280	2016	0.03	O
004216880	3	1130	360	2.50	1	3	2260	720	0.05	O
004217623	7	6880	17100	132.00	3	10	48160	119700	6.47	O
004217638	5	488			1	3	976	0	0.00	W
004218475	1	5790	15264	208.00					1.46	O
004218652	1	488	600	3.00	1	3	976	1200	0.02	O
004218679	1	746	600	3.00	1	3	1492	1200	0.02	O
004218712	4	488	600	3.00	1	3	976	1200	0.08	O
004236606	2	1100	600	2.10	1	3	2200	1200	0.03	O

APPENDIX B
ITEMS REPAIRED BY CV-66 AIMD, MAY-AUGUST 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHPNG CHRG (\$)	NAS FIX
004276039	1	541	360	2.00					0.92	C
004276050	1	541	360	2.00					0.92	C
004276067	2	1090	600	2.00	1	3	2180	1200	1.84	C
004316233	1	1060	360	3.00	1	3	2120	720	0.02	O
004316234	5	666	360	4.00	2	6	2664	1440	0.14	O
004317649	1	2740	1568	11.40	1	2	2740	1568	0.08	O
004318163	1	2980	192	2.34	2	10	23840	1536	0.02	O
004318252	1	856	600	3.00	1	3	1712	1200	0.02	O
004318253	4	527	600	3.00	1	3	1054	1200	0.08	O
004338608	4	771	504	3.00	2	6	3084	2016	0.08	O
004338736	1	771	504	3.00	1	3	1542	1008	0.02	O
004338751	3	205	504	3.00	1	3	410	1008	0.06	O
004342224	1	2070	2592	28.00	2	6	8280	10368	0.20	O
004349070	1	11950	10944	45.60	3	10	83650	76608	0.32	O
004358306	43	2590	5632	78.60					23.66	O
004384139	1	551	360	3.60	1	3	1102	720	0.03	O
004424659	2	764	504	3.00	2	6	3056	2016	0.04	O
004443325	3	2020	15600	63.00	2	6	8080	62400	343.98	W
004443343	2	23950	18981	82.50	3	10	167650	132867	1.16	O
004447805	3	1430	896	9.80					0.21	O
004451288	2	647	640	3.00	2	22	12940	12800	0.04	O
004457958	1	153	504	3.00	1	3	306	1008	5.46	W
004457976	1	1020	840	4.00	1	3	2040	1680	7.28	W
004490154	10	1412	336						0.00	O
004500247	2	187.24	576	3.60	1	3	374	1152	2.88	J
004517633	1	1300	612	8.00	1	3	2600	1224	0.06	O
004581513	16	1850	672	7.20					0.81	O
004654981	2	6070	14553	94.90					0.00	N
004655066	12	5140	13209	86.60	2	6	20560	52836	7.27	O
004675315	2	489.77	192	2.20	1	3	979.54	384	0.03	O
004693138	7	6010	8736	45.20	2	6	24040	34944	0.00	N
004702661	1	1240	504	3.00	1	3	2480	1008	5.46	W
004713174	2	424	2704	9.40	3	10	2968	18928	0.13	O
004733445	4	501	198	12.00	2	4	1002	396	0.34	O
004757348	8	3170	2000	22.00					1.23	O
004769400	1	2020	780	55.00	2	6	8080	3120	0.39	O
004782712	4	8160	360	70.00	1	1	0		112.00	J
004798562	7	1730	360	2.00	2	6	6920	1440	0.10	O
004815003	1	468	360	3.00	1	3	936	720	0.00	N/O
004826665	1	0	360							
004838499	1	0	10560	26.00					0.18	O
004839045	1	2590	19750	59.00	1	3	5180	39500	0.41	O
004839046	2	14270	19754	107.00					1.50	O
004850496	1	0							0.00	C
004859849	1	4680	9025	43.50	2	6	18720	36100	0.00	N
004890658	2	1290	1287	13.00					0.18	O
004890664	1	933	1960	7.60	2	6	3732	7840	0.05	O

APPENDIX B
ITEMS REPAIRED BY CV-66 AIMD, MAY-AUGUST 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHPNG CHRG (\$)	NAS FIX
004917513	6	771	882	9.60					0.40	O
004917514	9	2120	4500	20.00					1.26	O
004919187	4	1270	360	3.00	1	3	2540	720	0.08	O
004919193	2	1740	504	3.00					0.04	O
004919851	9	3340	15600	74.90	2	6	13360	62400	269.64	J
004921389	1	2740	5152	25.50	2	6	10960	20608	0.18	O
004948287	1	1630		0.02	1	3	3260	0	0.00	O
004951471	3	958	1200	5.20	1	3	1916	2400	0.11	O
004952797	3	2840	2016	25.00	4	12	22720	16128	0.53	O
004982444	14	1180	4046	20.20	2	6	4720	16184	1.98	O
004982461	9	1310	7938	41.10	3	10	9170	55566	0.00	N
004999572	2	13210	19754	107.00					1.50	O
004999760	11	12820	9765	52.70					266.66	C
005051671	18	2190	990	8.40	2	6	8760	3960	69.55	C
005103799	1	0	2704	17.10					7.87	C
005103941	1	907	462	2.34					0.02	O
005123319	9	1060	360	7.00	4	13	9540	3240	0.44	O
005123696	2	630	600	2.00	2	6	2520	2400	1.84	C
005142789	2	17790	18981	105.00					96.60	C
005145356	1	460	486	2.47					0.00	N
005145634	2	1230	1573	5.00	1	3	2460	3146	0.07	O
005171756	2	1415	320	1.00	1	3	2830.96	640	0.01	O
005184976	1	514	600	3.00	1	3	1028	1200	0.02	O
005196376	3	7680	14553	74.00					102.12	C
005196963	1	488	2057	17.00	1	3	976	4114	6.80	J
005227030	5	2760	6137	29.30	5	17	33120	73644	67.39	C
005227031	19	3620	7938	41.60	5	17	43440	95256	363.58	C
005227669	1	1740	1053	4.30	1	3	3480	2106	1.98	C
005267137	7	2850	3072	19.00	5	17	34200	36864	0.93	O
005313482	2	920	1350	10.00	2	3	920	1350	0.14	O
005313514	5	907	462	2.34	2	5	2721	1386	0.08	O
005316389	13	2480	19500	62.00	16	55	96720	760500	5.64	O
005336128	4	2540	5152	29.00					0.81	O
005386027	1	12170	58065	135.00					0.95	O
005432534	1	884	600	5.00					0.00	N
005442625	5	20800	15600	72.90	2	6	83200	62400	0.00	N
005514087	1	540	2160	3.00	1	3	1080	4320	0.02	O
005524479	2	414	567	10.00	5	17	4968	6804	0.14	O
005544336	3	1350	1170	5.00	4	13	12150	10530	6.90	C
005575832	1	1010	1288	12.40					0.00	N
005662959	1	498	360	2.00					0.80	J
005662980	1	695	7600	17.50	3	10	4865	53200	0.12	O
005674548	2	1040	486	3.00					0.04	O
005674549	7	733	486	3.00	7	24	12461	8262	0.15	O
005832618	2	1720	4320	9.00	1	6	8600	21600	0.13	O
005832710	2	11090	14553	75.60					69.55	C
005854132	1	1010	768	7.90					0.00	N

APPENDIX B
ITEMS REPAIRED BY CV-66 AIMD, MAY-AUGUST 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHPNG CHRG (\$)	NAS FIX
005872530	2	10360	60480	444.00	1	3	20720	120960	0.00	N
005908270	1	1610	432	70.10					0.00	N
005913981	4	1780	770	2.00	8	27	33820	14630	0.06	O
005914029	4	1190	28	1.50	1	4	3570	84	0.04	O
006030471	2	1280	17100	93.60	1	3	2560	34200	0.00	N
006050360	2	392	360	2.00	1	3	784	720	1.84	C
006050383	3	436	360	2.00	2	6	1744	1440	2.76	C
006068811	1	5836	5152	24.00	2	6	23344	20608	11.04	C
006068846	1	2400	15600	120.00	1	3	4800	31200	0.00	N
006122637	8	1090	360	2.00	7	24	18530	6120	7.36	C
006122685	12	8600	18481	88.30	2	6	34400	73924	7.42	O
006191673	14	6090	7600	87.50	14	48	207060	258400	8.58	O
006207888	1	1010	768	4.90						
006228255	5	850	600	2.50					5.75	C
006228408	2	1840	600	2.50					2.30	C
006228409	2	1209	600	2.00					1.84	C
006247274	2	2924	1188	10.00	1	3	5848	2376	9.20	C
006247284	1	940.73	600	2.50					1.15	C
006273729	1	540	600	3.00	1	3	1080	1200	0.02	O
006283583	2	1200	504	3.50	2	6	4800	2016	3.22	C
006300762	3	21380	112530	444.10					9.33	O
006302322	1	671	840	2.00	1	3	1342	1680	0.92	C
006302325	6	2960	4500	25.60	9	31	65120	99000	70.66	C
006302327	1	4510	5152	23.00	4	13	40590	46368	10.58	C
006302328	3	1500	19500	62.00	9	31	33000	429000	85.56	C
006319897	1	438	600	2.00	1	3	876	1200	0.92	C
006319898	1	767	600	2.00	1	3	1534	1200	0.92	C
006319899	1	534	600	2.00	1	3	1068	1200	0.92	C
006319900	4	493	600	2.17	1	3	986	1200	3.99	C
006320159	4	21270	13671	56.50					103.96	C
006323247	1	1680	210	5.00					2.00	J
006500503	2	1230	3240	32.20					0.00	N
006634271	2	192	245	3.00					2.40	J
006768328	1	1100	1573	14.00	1	3	2200	3146	5.60	J
006865022	4	530	1280	8.00	2	3	530	1280	12.80	J
006880232	4	479	900	13.20	4	13	4311	8100	21.12	J
006880233	4	1220	2250	22.10	6	20	17080	31500	35.36	J
006893543	1	5071.9	540	2.10	1	3	10143.8	1080	3.82	W
006914515	8	2070	19500	70.00	6	20	28980	273000	3.92	O
007161792	2	439	144	2.35	1	3	878	288	0.00	N
007161809	1	160	24	0.35	1	1	0	0	0.00	N
007176091	2	1670	2420	13.00	5	17	20040	29040	0.18	O
007368791	1	1249.7	1944	15.00	1	2	1249.65	1944	6.00	J
007403989	1	788	1200	6.00	2	6	3152	4800	10.92	W
007539363	1	804	125	2.50					0.02	O
007580976	1	426.86	125	0.75					0.01	O
007598492	4	1140	5152	29.00	3	10	7980	36064	0.00	N

APPENDIX B
ITEMS REPAIRED BY CV-66 AIMD, MAY-AUGUST 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHPNG CHRG (\$)	NAS FIX
007614724	1	5058	1001	5.00	1	3	10116	2002	9.10	W
007629106	2	3030	5152	28.00	2	6	12120	20608	0.39	O
007629768	2	2310	4356	22.00					0.31	O
007629915	2	1030	19500	62.00	2	6	4120	78000	0.87	O
007820844	3	893.21							0.00	N/O
007825305	13	799	448	5.00	3	10	5593	3136	0.46	O
007843456	1	886	15600	77.10	1	3	1772	31200	0.00	N
007946633	2	954	3366	22.20	2	6	3816	13464	0.00	N
007946635	2	526	220	4.00	1	3	1052	440	0.00	N
007995181	1	689	7480	24.00	2	6	2756	29920	0.00	N
008032767	2	1040	216	2.50	3	10	7280	1512	0.04	O
008041968	5	0	799200	3E+03					97.48	O
008045803	17	868	4624	30.10					3.58	O
008067834	1	409	343	3.00					1.20	J
008067836	3	534	968	1.00					1.20	J
008100136	9	852	3136	15.20	4	13	7668	28224	0.96	O
008100140	15	1590	7938	40.30	4	13	14310	71442	4.23	O
008148395	25	5290	14553	53.20	5	17	63480	174636	9.31	O
008148462	13	606	891	3.00	2	6	2424	3564	0.27	O
008241203	1	325	600	1.50					0.01	O
008391404	5	3920	768	5.00					0.18	O
008625542	2	512.28	840	3.00					0.04	O
008666815	1	0							0.00	W
008688867	1	1715	576	2.00	1	3	3430	1152		
008695352	1	432	600	0.40	2	6	1728	2400	0.00	O
008695353	3	366	600	1.00	1	3	732	1200	0.02	O
008699480	1	1040	216	2.50					0.02	O
008722577	2	1230	216	1.70	1	3	2460	432	0.02	O
008747274	2	1920	792	11.00					8.80	J
008801955	5	1450	8874	99.70	2	6	5800	35496	907.27	W
008822899	1	1350	360	2.00	4	13	12150	3240	0.01	O
008823097	2	10730	17100	97.10	2	6	42920	68400	0.00	N
008823833	1	1270	840	3.60	3	10	8890	5880	0.03	O
008900622	3	1320.9	480	1.25	1	3	2641.76	960	0.03	O
008954446	2	424	2016	7.00					0.10	O
009008081	8	888	2240	13.00	2	6	3552	8960	41.60	J
009008337	2	2080	7293	52.70	2	6	8320	29172	0.74	O
009050861	2	1530	528	3.00	1	3	3060	1056	2.40	J
009060598	7	1590	7938	40.00	6	20	22260	111132	0.00	N
009065367	3	1510	2520	35.60	1	3	3020	5040	0.75	O
009065368	1	1510	3300	40.00	1	3	3020	6600	0.28	O
009084928	5	2190	15680	4.20	15	52	81030	580160	0.15	O
009099044	1	2320	2592	11.25					0.00	N
009106215	1	2009	768	12.00	1	3	4018	1536	5.52	C
009111728	3	4850	14553	81.50					0.00	N
009123572	3	1240	225	2.80	5	17	14880	2700	0.00	N
009123607	2	1910	2352						0.00	O

APPENDIX B
ITEMS REPAIRED BY CV-66 AIMD, MAY-AUGUST 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHPNG CHRG (\$)	NAS FIX
009131729	1	561	96	2.00	1	3	1122	192	0.01	O
009180836	1	2170	12096	58.40					0.00	N
009240588	1	588	24	0.50					0.20	J
009276207	1	2411.5	400	4.00					7.28	W
009298968	2	1290	4950	22.50	3	5	2580	9900	18.00	J
009302656	7	1460	770	5.00	2	6	5840	3080	0.25	O
009302657	1	1930	4032	34.00	2	6	7720	16128	0.24	O
009302659	8	5830	9690	55.00					3.08	O
009321463	6	1580	360	4.00					0.17	O
009332825	2	455	540	5.00	6	20	6370	7560	0.00	N
009338790	2	0								W
009409292	1	1130	441	3.50					0.00	N
009413708	1	2090	1980	8.02	1	3	4180	3960	0.06	O
009419195	1	637	3136	21.00					0.00	N
009419398	1	383.69	24	0.29	1	3	767	48	0.00	O
009447504	1	4290	7936	51.70						
009452471	1	359	810	5.00	21	73	18668	42120	0.04	O
009480466	3	1091	756	5.50	2	6	4363.84	3024	0.12	O
009483749	4	534	360	3.00	5	17	6408	4320	0.08	O
009563322	2	1220	1859	13.00					0.18	O
009703797	13	1150	1100	7.50	3	10	8050	7700	0.68	O
009706657	4	1420	2592		11	38	38340	69984	0.00	O
009706671	15	2550	2888	15.60	5	17	30600	34656	0.00	N/O
009709110	1	889	810	8.20					0.06	O
009709112	3	1480	300	3.33					0.07	O
009712759	1	203	1345	2.00	1	3	406	2690	0.01	O
009713526	1	0	35	0.50					0.91	W
009720869	3	0	2448	8.00					0.17	O
009728491	1	877	480	6.00					0.04	O
009834383	5	849	4046	15.60	3	10	5943	28322	0.55	O
009867628	5	573	768	5.00					0.18	O
009881765	1	1640	1200	6.00					0.04	O
009892107	1	406	350	3.40					0.02	O
009898978	12	534	968	7.00					33.60	J
009905198	1	1930	4992	34.00					0.24	O
009917444	2	377	1200	12.50	1	3	754	2400	0.18	O
009917445	2	391	600	0.80					0.01	O
009917447	2	1300	3456	1.75					0.02	O
009917459	1	481	600	2.84	1	3	962	1200	0.02	O
009917461	4	378	600	2.84	1	3	756	1200	0.08	O
009930618	1	788	1200	6.00					0.00	N
009931485	2	804	360	1.80	2	6	3216	1440	0.03	O
009956048	2	907	128	1.00	2	6	3628	512	0.01	O
009994735	1	808	7938	40.00	2	6	3232	31752	0.28	O
010036847	1	3420	600	2.10					0.97	C
010037054	6	672	4046	25.00	1	3	1344	8092	1.05	O
010037090	1	3320	600	2.50					1.15	C

APPENDIX B
ITEMS REPAIRED BY CV-66 AIMD, MAY-AUGUST 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHPNG CHRG (\$)	NAS FIX
010037279	1	1190	504	3.00	1	3	2380	1008	0.02	O
010037281	1	1840	504	4.00					0.03	O
010037282	1	909	504	4.00					0.03	O
010037963	1	1810	5152	25.00					11.50	C
010037964	1	8190	14553	60.10					0.42	O
010038377	2	3010	840	3.40	3	10	21070	5880	3.13	C
010041603	8	51010	30450	111.00					6.22	O
010041616	16	7230	7938	42.70	9	31	159060	174636	0.00	N/O
010045856	1	1010	768	7.90	3	10	7070	5376	0.00	N
010047530	2	1720	2704	15.00	8	27	32680	51376	13.80	C
010047531	10	7570	5152	30.10	4	13	68130	46368	138.46	C
010047546	1	1100	600	3.00					0.02	O
010047764	6	361	20	0.50	4	8	1444	80	0.02	O
010049825	1	3410	840	3.50					1.61	C
010049848	1	2490	840	3.50	2	6	9960	3360	1.61	C
010049870	4	1190	840	3.50					6.44	C
010055495	2	899	2197	8.00	2	6	3596	8788	0.11	O
010061776	1	2190	1400	6.70	1	3	4380	2800	3.08	C
010064141	3	1020	600	2.34					3.23	C
010074163	2	2390	4500	20.00	1	3	4780	9000	0.28	O
010083693	2	4640	360	170.00					2.38	O
010083807	2	1210	360	3.00					0.00	N
010089592	2	515.51	320	1.00	1	3	1031	640	0.01	O
010089593	7	492	320	1.00	3	10	3444	2240	0.05	O
010089602	2	523.69	360	2.00					0.03	O
010091330	1	975	4500	27.30	2	6	3900	18000	0.19	O
010091406	15	2220	2704	20.20	2	6	8880	10816	2.12	O
010091432	1	221	4500	20.90					0.15	O
010091433	2	988	4500	27.30	2	6	3952	18000	0.38	O
010091501	9	1180	5152	24.20	2	6	4720	20608	1.52	O
010091502	5	1700	2016	15.00	1	3	3400	4032	0.53	O
010091513	1	870	360	1.75	2	6	3480	1440	0.01	O
010091515	1	2180	360	2.50	1	3	4360	720	0.02	O
010091540	9	143	360	2.00	3	10	1001	2520	0.13	O
010091541	3	641	360	2.00					0.04	O
010091542	1	367	360	2.00					0.01	O
010091544	1	128	360	2.00	1	3	256	720	0.01	O
010091545	1	423	360	2.00	1	3	846	720	0.01	O
010091548	5	407	360	2.00	1	3	814	720	0.07	O
010091549	1	682	360	2.00	1	3	1364	720	0.01	O
010091550	1	143	360	2.00					0.01	O
010091559	1	234	360	2.00					0.01	O
010092310	3	2600	3456	17.60	2	6	10400	13824	0.37	O
010092534	2	8740	30450	95.40					87.77	C
010094290	1	5320	4046	31.00					14.26	C
010095420	3	444	1092	5.50	2	6	1776	4368	7.59	C
010096098	35	9960	23220	104.00	4	13	89640	208980	25.48	O

APPENDIX B
ITEMS REPAIRED BY CV-66 AIMD, MAY-AUGUST 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHPNG CHRG (\$)	NAS FIX
010098744	1	484.54	360	2.34	1	3	969	720	0.02	O
010098849	3	7910	9216	43.80	2	6	31640	36864	60.44	C
010098855	3	3700	17100	127.00	3	10	25900	119700	175.26	C
010100779	2	1600			1	1	0	0	0.00	O
010103914	3	1910	768	3.00	3	10	13370	5376	0.06	O
010103972	1	433.2	288	0.94	1	3	866.4	0	0.01	O
010106891	1	1370	2016	31.00	1	3	2740	4032	0.22	O
010107093	23	3380	9765	50.00	5	17	40560	117180	8.05	O
010107202	1	2630	840	3.50	1	3	5260	1680	1.61	C
010113447	3	3640	840	4.00					5.52	C
010113796	1	1270	288	2.50					0.02	O
010113797	12	3280	14553	52.20	6	20	45920	203742	288.14	C
010118448	3	9760	14553	70.10	2	6	39040	58212	96.74	C
010118480	2	9780	6137	36.30					33.40	C
010118579	8	3300	9025	78.10	3	10	23100	63175	4.37	O
010118646	5	1120	1960	19.20	12	41	32480	56840	44.16	C
010120531	11	1610	4046	21.00	3	10	11270	28322	1.62	O
010121938	1	3890	9025	59.00	2	6	15560	36100	0.00	N
010122964	2	5227.4	384	1.24					0.02	O
010123294	4	0	16660	140.00					3.92	O
010124915	2	810	480	1.75	1	3	1620	960	0.02	O
010127356	1	7450	11808	95.40					43.88	C
010127472	3	1290	9025	43.00					0.90	O
010130959	1	1780	5152	31.00					14.26	C
010136687	1	2680	840	4.00					1.84	C
010138638	45	4230	13209	86.60	4	13	38070	118881	27.28	O
010141878	9	9240	9216	75.60					4.76	O
010142330	4	1440	4046	23.00	2	6	5760	16184	0.64	O
010143366	1	631	600	2.00	1	3	1262	1200	0.92	C
010143985	59	2560	6137	37.00					1004.18	C
010144049	7	3540	36504	128.00	4	13	31860	328536	0.00	N
010144086	1	3640	504	3.40						
010147030	2	3260	18981	100.00	3	10	22820	132867	0.00	N
010152282	1	2040	17100	94.50	1	3	4080	34200	0.00	N
010152293	5	9530	13209	70.00	3	10	66710	92463	161.00	C
010152519	4	2550	600	2.00					3.68	C
010162092	1	438	600	2.00	1	3	876	1200	0.92	C
010163416	1	4820	2704	15.00	3	10	33740	18928	6.90	C
010163417	2	1810	5152	25.00	1	3	3620	10304	23.00	C
010164134	13	4200	37324	195.00	6	20	58800	522536	0.00	N
010164526	1	4398.7	1690	9.00	1	3	8797	3380	0.06	O
010164743	2	3900	13209	82.50	2	6	15600	52836	75.90	C
010166311	4	9250	500	70.00	3	10	64750	3500	128.80	C
010166433	1	2490	6137	28.30	2	6	9960	24548	13.02	C
010166474	1	942	7378	27.00	1	3	1884	14756	0.00	N
010166535	1	329	600	2.00					0.92	C
010169050	1	603	600	2.00	2	6	2412	2400	0.92	C

APPENDIX B
ITEMS REPAIRED BY CV-66 AIMD, MAY-AUGUST 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHPNG CHRG (\$)	NAS FIX
010174838	1	1080	9025	56.80	2	6	4320	36100	26.13	C
010175231	3	7420	14553	116.00					160.08	C
010175299	60	5720	13209	62.50	7	24	97240	224553	26.25	O
010175386	11	11670	14553	76.60	6	20	163380	203742	387.60	C
010175405	1	592	600	2.50	1	3	1184	1200	1.15	C
010175414	3	871	360	3.00	1	3	1742	720	0.06	O
010183552	1	1510	1575	5.00	1	3	3020	3150	2.30	C
010183589	2	1130	1575	5.00	1	3	2260	3150	4.60	C
010183590	1	1360	1575	5.00					2.30	C
010183592	1	1830	1575	5.00	1	3	3660	3150	2.30	C
010183600	1	1490	504	3.00	1	3	2980	1008	1.38	C
010186755	2	4780	2704	17.00	4	13	43020	24336	15.64	C
010187107	4	2630	9216	61.30	5	17	31560	110592	112.79	C
010187764	2	1510	1620	12.00	2	6	6040	6480	11.04	C
010193953	3	993	2744	13.10	2	6	3972	10976	0.28	O
010199160	2	721	600	2.00					1.84	C
010199162	1	826	360	2.00	1	3	1652	720	0.92	C
010199233	67	7330	14553	85.70	1	3	14660	29106	40.19	O
010207949	2	8060	9216						0.00	C
010218736	2	15330	26013	160.00					147.20	C
010221737	1	2820	30600	166.00	2	6	11280	122400	0.00	N
010221862	2	1370	1020	7.00					6.44	C
010228572	9	1210	13209	83.30	2	6	4840	52836	344.86	C
010228657	2	168	360	2.00	1	3	336	720	7.28	W
010230268	15	2030			3	10	14210	0	0.00	C
010233231	5	883	4096	7.00	2	8	5298	24576	0.25	O
010233507	1	2590	5632	78.60					0.55	O
010233532	6	23910	26013	123.00	2	6	95640	104052	1343.16	W
010233533	7	9030	26013	105.00	2	6	36120	104052	1337.70	W
010233535	5	20620	26013	110.00	2	6	82480	104052	1001.00	W
010233536	2	16180	18981	94.50	2	6	64720	75924	343.98	W
010233619	4	7230	360	112.00	2	6	28920	1440	815.36	W
010240143	2	3380	7938	30.10	1	3	6760	15876	109.56	W
010240150	1	14970	4500	93.60	1	3	29940	9000	170.35	W
010245077	2	2150	14553	38.10	3	10	15050	101871	0.53	O
010253163	2	2360	4500	25.00	2	6	9440	18000	23.00	C
010258697	6	498	9765	2.00	7	24	8466	166005	0.08	O
010262508	3	712.5	360	2.50					3.45	C
010265516	6	3140	360	65.00	4	13	28260	3240	179.40	C
010272663	1	4280	360	2.50	1	3	8560	720	0.02	O
010272667	1	792	360	2.00	1	3	1584	720	0.01	O
010272673	2	963	360	2.00	1	3	1926	720	0.03	O
010272674	1	839	360	2.00	1	3	1678	720	0.01	O
010272683	1	953	360	2.00	1	3	1906	720	0.01	O
010272686	5	3250	7938	42.30	3	10	22750	55566	1.48	O
010272687	2	518	360	2.00	1	3	1036	720	0.03	O
010272688	2	823	360	2.00					0.03	O

APPENDIX B
ITEMS REPAIRED BY CV-66 AIMD, MAY-AUGUST 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHPNG CHRG (\$)	NAS FIX
010274265	1	931	504	3.60	1	3	1862	1008	1.44	J
010274266	1	1360	600	2.00	2	6	5440	2400	0.92	C
010277973	1	4780	14553	85.70					0.60	O
010278226	1	530.75	384	2.00	2	6	2123	1536	0.92	C
010278660	1	1226.8	360	2.00	1	3	2453.5	720	0.92	C
010278676	1	1850	1575	3.00	1	3	3700	3150	1.38	C
010278706	83	603	360		16	55	23517	14040	0.00	N
010294713	2	137	576	2.34	4	13	1233	5184	2.15	C
010294982	55	44750	275	2.50	8	27	850250	5225	0.00	N
010295420	2	3890	5152	25.00					23.00	C
010295471	8	1530	9025	46.10	2	6	6120	36100	169.65	C
010295573	6	1580	360	4.00	1	3	3160	720	0.17	O
010296023	4	2620	3570	40.70	2	6	10480	14280	65.12	J
010298786	4	2460	15600	89.20	2	6	9840	62400	2.50	O
010313661	6	3400	4046	20.00	2	4	6800	8092	0.84	O
010313664	44	13420	18981	112.00	8	27	254980	360639	34.50	O
010313833	3	12740	23220	132.00					2.77	O
010313949	1	1120	45	1.00	2	6	4480	180	0.01	O
010313961	1	980	360	4.40	1	3	1960	720	0.03	O
010316589	2	1530	330	2.50					0.04	O
010319235	13	2440	9216	60.10	4	13	21960	82944	5.47	O
010330185	3	8410	19964	111.00	11	38	227070	539028	606.06	W
010349500	17	1560	9025	50.00	3	10	10920	63175	5.95	O
010379421	6	9550	14553	70.10					193.48	C
010391033	1	603	840	3.00	1	3	1206	1680	1.38	C
010393699	13	870	4352	11.00					1.00	O
010398598	2	984	4352	11.00					0.15	O
010401531	1	1130	392	4.10	5	17	13560	4704	0.03	O
010402179	6	3630	4500	23.00	1	3	7260	9000	55.20	J
010402181	2	2820	20480	50.00	6	20	39480	286720	0.70	O
010402195	4	4300	13209	80.10	1	3	8600	26418	128.16	J
010402196	1	5270	18981	98.60					39.44	J
010402198	4	7690	14553	95.40	2	6	30760	58212	152.64	J
010402213	1	504	126	2.00					0.01	O
010405618	1	7382.1		8.00					0.06	O
010410618	11	1730	3360	8.00	2	17	25950	50400	0.62	O
010422280	2	0	1100		1	1	0	0		
010436313	1	2040	6137	30.40	1	3	4080	12274	55.33	W
010439832	6	1963	400	4.00	2	6	7852	1600	43.68	W
010446957	14	8190	14553	60.10	3	10	57330	101871	5.89	O
010449828	6	2430	6137	25.80	3	10	17010	42959	1.08	O
010449832	1	1950	6137	32.30	1	3	3900	12274	0.23	O
010464291	2	2470	36504	128.00	2	6	9880	146016	0.00	N
010471174	41	1700	3528	20.00					5.74	O
010471348	7	2270	3136	61.30	15	52	83990	116032	197.39	C
010473892	1	743	600	2.00	1	3	1486	1200	0.92	C
010492459	1	2140	1152	9.00	2	6	8560	4608	4.14	C

APPENDIX B
ITEMS REPAIRED BY CV-66 AIMD, MAY-AUGUST 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHPNG CHRG (\$)	NAS FIX
010511427	1	891	168	2.50					1.00	J
010512886	3	1270		9.00					0.19	O
010518686	4	1250	3136	11.00	3	10	8750	21952	0.31	O
010520252	2	720	4332	4.75	2	6	2880	17328	0.07	O
010520339	1	4360	30600	175.00	1	3	8720	61200	0.00	N
010520470	28	1660	576	8.00	6	20	23240	8064	1.57	O
010520609	1	922	360	4.40	2	6	3688	1440	0.03	O
010527006	2	4920	9216	60.10					0.84	O
010527049	1	2190	11880	39.80					18.31	C
010527101	2	669	216	1.00	1	3	1338	432	0.01	O
010564769	1	1189.6	240	2.34	1	1	0	0	0.02	O
010564991	1	4710	23220	140.00	2	6	18840	92880	0.00	N
010567071	1	526	1575	6.00	1	3	1052	3150	0.00	N
010585696	1	867	2592	20.00	1	3	1734	5184	0.00	N
010592875	1	913	840	5.40					0.00	N
010605049	10	9060	14553	80.10	2	6	36240	58212	1457.82	W
010605076	1	575	56	3.00					1.38	C
010605485	1	2150	40320		1	3	4300	80640	0.00	O
010605642	14	9420	9216	75.60	4	13	84780	82944	7.41	O
010613729	11	3206.5	9216	67.90	16	55	125055	359424	0.00	N
010620260	2	3920	9765	64.70	1	3	7840	19530	0.91	O
010623919	1	1710	17100	91.80	1	3	3420	34200	0.00	N
010639553	5	7420	14553	116.00	4	13	66780	130977	266.80	C
010643081	15	1090	360	2.00	2	6	4360	1440	54.60	W
010648947	1	755	360	2.00	1	3	1510	720	0.01	O
010652774	1	546	360	2.00	1	3	1092	720	0.01	O
010657083	1	1330	3168	34.90					0.24	O
010663265	18	10230	3696	37.00	8	27	194370	70224	4.66	O
010667376	2	1090	7600	18.00					0.00	N
010683265	8	4090	9025	45.20	2	6	16360	36100	166.34	C
010688695	2	530	360	2.00	1	3	1060	720	0.03	O
010692629	1	1310	1575	2.00					0.92	C
010695497	6	244	8019	27.00	12	41	7076	232551	1.13	O
010698545	2	0	1344	20.00					18.40	C
010713682	2	2740	15600	107.00	2	6	10960	62400	0.00	N
010713700	8	1040	6120	4.40	4	13	9360	55080	0.25	O
010719132	2	505	840	6.00	1	3	1010	1680	0.00	N
010726782	1	2550	15600	80.10	1	3	5100	31200	0.00	N
010727705	3	5879	858	5.00	1	3	11758.7	1716	27.30	W
010734475	51	10740	29232	290.00	8	27	204060	555408	103.53	O
010737219	10	2670	10200	27.00	3	10	18690	71400	1.89	O
010738238	1	988	12960	63.90					0.45	O
010749772	17	4920	9216	60.10	4	13	44280	82944	7.15	O
010753751	13	5440	13290	90.90	3	10	38080	93030	8.27	O
010753998	8	5860	19964	107.00	2	6	23440	79856	0.00	N
010760687	2	837	9025	41.10	1	3	1674	18050	0.00	N
010760688	7	1880	7938	45.20	2	6	7520	31752	2.21	O

APPENDIX B
ITEMS REPAIRED BY CV-66 AIMD, MAY-AUGUST 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHPNG CHRG (\$)	NAS FIX
010773514	1	958	1575	9.00	1	3	1916	3150	0.00	N
010776880	12	2310	9025	42.30	2	6	9240	36100	3.55	O
010785643	1	958	288	14.00	2	6	3832	1152	0.00	N
010794218	92	51010	30450	111.00	16	55	1989390	1187550	71.48	O
010798766	1	741			1	3	1482	0	0.00	J
010827951	3	1710	4046	18.90	3	10	11970	28322	0.40	O
010831397	1	248.5			1	3	497	0	0.00	O
010850339	2	2120	4500	27.50	2	6	8480	18000	100.10	W
010850348	4	3190			2	6	12760	0	0.00	O
010850399	1	1830	1575	2.50					1.15	C
010850450	3	2370	18981	118.00	3	10	16590	132867	0.00	N
010867689	26	2290	13209	86.60	3	10	16030	92463	15.76	O
010874423	3	2940	2704	25.00	6	20	41160	37856	0.53	O
010882352	10	2220	19500	66.20	15	52	82140	721500	4.63	O
010884514	4	2090	6656	84.90	3	10	14630	46592	2.38	O
010884783	12	6531	4608	10.00	3	10	45717	32256	0.84	O
010886457	2	0	600	3.20	1	3	0	1200	11.65	W
010890134	1	28080	14553	86.60					39.84	C
010896812	1	4270	3150	24.20					0.17	O
010905830	26	2860	8736	60.10	4	13	25740	78624	10.94	O
010909855	7	2140	2835	10.00	5	17	25680	34020	0.49	O
010912462	1	1740	1521	6.00	1	3	3480	3042	10.92	W
010912877	19	2470	3136	12.00	4	13	22230	28224	1.60	O
010913061	1	833	840	4.00	5	17	9996	10080	0.03	O
010913062	1	4230	360	3.50	1	3	8460	720	0.02	O
010921909	1	2590	5632	78.60					0.55	O
010934630	2	1400			3	10	9800	0	0.00	O
010936334	5	9360	15600	82.50	4	13	84240	140400	2.89	O
010936543	3	12590	33495		4	13	113310	301455	0.00	O
010936630	1	4790	6137	36.30	1	3	9580	12274	0.25	O
010936633	4	16730	14553	81.70	1	3	33460	29106	2.29	O
010936637	2	1960	9025	37.00	4	13	17640	81225	0.52	O
010936809	1	1310	360	2.50	1	3	2620	720	0.02	O
010936816	1	4400	360	2.50	1	3	8800	720	0.02	O
010936850	1	2190	5152	24.00	1	3	4380	10304	0.17	O
010936851	1	1880	5152	24.00	2	6	7520	20608	0.17	O
010939674	2	134170	70400	647.00					9.06	O
010946488	1	4400	360	2.50	2	6	17600	1440	0.02	O
010952982	4	13540	14553	85.70	3	10	94780	101871	2.40	O
010955312	7	22700	18981	115.00					5.64	O
010959182	1	4220	7140	50.00	2	6	16880	28560	0.35	O
010961901	10	19340	13209	76.30					5.34	O
010963727	14	4100	14553	66.20	4	13	36900	130977	6.49	O
010965245	2	1770	6137	33.40	2	6	7080	24548	0.47	O
010965291	6	2000	15600	90.00	2	6	8000	62400	0.00	N
010971215	1	804	240	2.50	1	3	1608	480	0.02	O
010973153	1	0								

APPENDIX B
ITEMS REPAIRED BY CV-66 AIMD, MAY-AUGUST 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHPNG CHRG (\$)	NAS FIX
011006142	28	7570	9216	60.10					11.78	O
011044410	7	7000	41392	127.00					0.00	N
011049361	1	2348.7	288	1.80	1	3	4697	576	0.01	O
011049365	1	2276.2	288	1.80						
011049407	3	4640	53125	170.00					3.57	O
011049408	9	2540	5152	29.00	6	23	43180	87584	1.83	O
011049581	30	0							0.00	O
011050077	11	663.6	1848		3	11	5308.8	14784	0.00	O
011064865	4	4300	3888	21.00					0.59	O
011064900	18	3500	7935	130.00	14	48	119000	269790	16.38	O
011133259	7	7330	19964	111.00	15	52	271210	738668	357.42	C
011134469	1	619	1536	14.20	1	3	1238	3072	0.10	O
011142013	6	1040	144	1.00	7	24	17680	2448	0.04	O
011144000	1	678	1575	11.20	1	3	1356	3150	0.00	N
011148652	1	1110	15600	93.40	3	10	7770	109200	0.00	N
011160486	1	1340	672	1.90	1	3	2680	1344	0.01	O
011164635	2	488	840	5.00	3	10	3416	5880	0.07	O
011168508	2	22930	100000	512.70	1	3	45860	200000	1866.23	W
011168509	4	4050	1575	6.50	2	6	16200	6300	0.18	O
011168618	2	10560	52896						0.00	O
011168627	6	1270	19964	132.00	1	3	2540	39928	0.00	N
011170873	12	13420	23220	129.20	2	6	53680	92880	620.16	J
011183517	1	4510	17100	130.60	1	3	9020	34200	0.00	N
011185113	42	11130	30600	118.00					34.69	O
011188511	17	5260	14553	82.80	6	20	73640	203742	9.85	O
011233125	19	23960	18981	117.00	4	13	215640	170829	15.56	O
011243931	11	5270	18981	98.60	2	6	21080	75924	433.84	J
011247929	3	12020	9025	86.90	2	6	48080	36100	474.47	W
011247954	2	3500	19456	114.90	1	3	7000	38912	418.24	W
011249243	85	20040	17100	97.00	13	45	641280	547200	57.72	O
011274345	12	870	4352	11.00	7	24	14790	73984	0.92	O
011282454	51	6620	59163	286.00	5	17	79440	709956	102.10	O
011289935	1	7540	21296	171.60	6	20	105560	298144	78.94	C
011292027	1	2060	840	2.50	1	3	4120	1680	1.15	C
011293569	13	4390	9765	35.20	4	13	39510	87885	210.50	C
011293959	24	2900	14553	31.00	3	10	20300	101871	5.21	O
011303062	1	1950	1575	4.90	1	3	3900	3150	0.00	N
011310640	13	7610	17100	130.60	8	27	144590	324900	780.99	C
011325865	16	7130	14553	80.10	8	27	135470	276507	589.54	C
011325899	2	984	4352	11.00					0.15	O
011351541	1	2590	5632	76.60					0.54	O
011351545	3	6760	9025	54.20	2	6	27040	36100	1.14	O
011364372	2	1459.8	400	4.00	1	3	2919.5	800	0.00	N
011374682	4	1040	486	3.00	11	38	28080	13122	0.08	O
011377397	2	1860	4500	28.70	1	2	1860	4500	0.40	O
011380852	1	1630	2880	55.00	2	6	6520	11520	22.00	J
011387428	1	6530	9025	51.20	1	3	13060	18050	0.00	N

APPENDIX B
ITEMS REPAIRED BY CV-66 AIMD, MAY-AUGUST 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHPNG CHRG (\$)	NAS FIX
011388163	1	9520	17100	132.00	1	3	19040	34200	240.24	W
011388164	1	2760	2835	19.30	2	6	11040	11340	0.14	O
011392527	1	2640	2772	16.80					0.12	O
011397385	1	8230	18981	111.00	1	3	16460	37962	202.02	W
011403545	1	2128.5	240	3.00					1.38	C
011412735	4	900	9216	31.00					0.87	O
011413499	1	3440	4752		1	3	6880	9504	0.00	O
011413500	2	4870	4752		1	3	9740	9504	0.00	O
011415724	3	3530	14196		4	4	0	0	0.00	O
011417941	23	12740	18981	130.00	9	31	280280	417582	20.93	O
011419863	1	2570	5152	31.00	1	3	5140	10304	14.26	C
011419864	1	7140	5152	31.00	4	13	64260	46368	14.26	C
011419947	3	6680	14553	85.70	1	3	13360	29106	467.92	W
011444056	1	13210	19754	122.50					0.86	O
011444352	2	1220	600	2.50	1	3	2440	1200	9.10	W
011455225	4	1280	768	5.00	2	6	5120	3072	36.40	W
011473037	1	2150	30600	170.00	1	3	4300	61200	0.00	N
011473050	1	2470	2646	13.60	1	3	4940	5292	6.26	C
011481410	1	1199	168	1.00	1	3	2398.6	336		
011506759	1	1070	208	3.70	1	3	2140	416	0.03	O
011507127	4	1940		0.50	2	6	7760	0	0.92	C
011510752	30	24710	26013	81.00					1117.80	C
011510792	6	2850	9765	37.00	3	10	19950	68355	102.12	C
011515714	3	13820	33495	165.00					227.70	C
011529520	28	2560	6137	37.00	22	76	138240	331398	476.56	C
011545817	1	2590	2925	15.80					7.27	C
011553021	6	15540	14553	72.70	5	17	186480	174636	200.65	C
011557015	3	12430	18981	105.90					578.21	W
011561371	6	1580	360	4.00					0.17	O
011561394	4	9870	14553	82.50	3	10	69090	101871	151.80	C
011569306	1	750.12	110	1.30	1	1			0.01	O
011574937	35	7130	59163	286.00	5	17	85560	709956	70.07	O
011599015	13	1570	5152	30.60	2	6	6280	20608	2.78	O
011599089	2	1130	600	2.20	1	3	2260	1200	0.03	O
011603802	1	23950	59319	377.00	3	10	167650	415233	173.42	C
011603874	1	0	12152	75.00					0.53	O
011663268	1	6810	16896	108.60					0.00	N
011663339	2	2570	18981	87.30	2	6	10280	75924	0.00	N
011677484	1	5612	4500	20.00	1	3	11224	9000	0.14	O
011683403	7	12430	20691	136.00					6.66	O
011683404	3	12430	20691	136.00					2.86	O
011691112	4	25040	100000	512.70					14.36	O
011696083	1	1044.4	432	1.20	1	3	2088.8	864	0.48	J
011723705	3	573	768	5.00					0.11	O
011746668	1	1290	9025	54.30					0.38	O
011746669	8	1290	9025	54.30					3.04	O
011746817	1	1290	9025	54.30	3	20	21930	153425	0.38	O

APPENDIX B
ITEMS REPAIRED BY CV-66 AIMD, MAY-AUGUST 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHPNG CHRG (\$)	NAS FIX
011746911	1	723	960	4.70	1	3	1446	1920	0.03	O
011746944	1	885	360	1.50	1	3	1770	720	0.01	O
011779569	1	1990	8736	48.20	1	3	3980	17472	0.00	N
011794064	3	868	4624	30.10	24	83	51212	272816	41.54	C
011820380	6	2868.4	384	1.24	1	9	22947	3072	0.05	O
011849493	3	171280	63536	583.00	3	10	1198960	444752	12.24	O
011952437	11	5340	14553		2	6	21360	58212	0.00	W
011952569	9	1000	275	4.10	4	18	14000	3850	0.26	O
011952608	2	0	360	1.50					5.46	W
011952610	1	1380	360	2.34					4.26	W
011952611	1	585	360	2.00	1	3	1170	720	3.64	W
011969813	3	2340	600	3.00	1	3	4680	1200	16.38	W
011969862	10	168736	12121	75.00					5.25	O
011969867	1	10692	5460	20.10	4	13	96228	49140	0.14	O
011969924	13	33490	18981	118.00	2	6	133960	75924	2791.88	W
011970022	1	9300	7938	37.80	1	3	18600	15876	68.80	W
011970166	1	289.6	360	2.00	1	3	579	720	3.64	W
011972954	2	1100	600	2.50	2	6	4400	2400	0.04	O
011977912	3	1860	5152	31.40	1	3	3720	10304	171.44	W
011993952	6	2210	18981	112.10	2	6	8840	75924	0.00	N
011994675	1	13400	600	4.80	1	3	26800	1200	0.00	N
012007282	6	10270	3456	19.10	1	3	20540	6912	45.84	J
012011341	2	4660	600	3.00	1	3	9320	1200	10.92	W
012013256	13	2640	2772	16.80	3	10	18480	19404	1.53	O
012019707	1	828	600	2.50	1	3	1656	1200	0.02	O
012022217	2	875	880	4.00	2	6	3500	3520	3.20	J
012027170	2	25040	100000	512.70	3	10	175280	700000	7.18	O
012033465	1	291	360	2.00	3	10	2037	2520	3.64	W
012033480	54	1430	4536	18.50	6	20	20020	63504	459.54	C
012049795	2	1720	9765	55.00	1	3	3440	19530	44.00	J
012053007	5	35320	18981	104.00	2	6	141280	75924	946.40	W
012061331	3	8740	30450	95.40	6	20	122360	426300	131.65	C
012061839	1	9500	9025	52.70	1	3	19000	18050	95.91	W
012062248	4	8310	7938		2	6	33240	31752	0.00	W
012107782	1	12560	13209	85.70	2	6	50240	52836	34.28	J
012119128	11	12430	20691	103.00	3	10	87010	144837	7.93	O
012119129	1	4600	1575	10.90	1	3	9200	3150	0.08	O
012132193	1	13210	19754	122.50					0.86	O
012132194	7	14270	19754	122.50					6.00	O
012132334	5	112036	26013	116.00	1	3	224072	52026	1055.60	W
012132605	1	1671.5	256	1.44	1	3	3343	512	2.62	W
012132606	1	5634.5	256	1.44	1	3	11269	512	2.62	W
012135778	2	2470	8228		3	10	17290	57596	0.00	C
012153453	3	826	700	6.00	1	3	1652	1400	0.00	N
012204975	1	595			2	6	2380	0	0.00	N
012212827	2	575	360	2.00					7.28	W
012223412	27	2420		21.40					0.00	N

APPENDIX B
ITEMS REPAIRED BY CV-66 AIMD, MAY-AUGUST 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHPNG CHRG (\$)	NAS FIX
012225207	1	1960	504	2.00	1	3	3920	1008		N
012225210	1	1090	504	2.00	1	3	2180	1008		N
012225212	1	5710	504	2.00	1	3	11420	1008		N
012227790	2	1090	504	2.00	1	3	2180	1008		N
012230011	7	44760	26013	139.60	1	3	89520	52026	0.00	N
012231635	1	8200	4608	21.40	1	3	16400	9216	38.95	W
012236030	2	0							0.00	O
012255561	4	12430	18981	105.90	1	3	24860	37962	770.95	W
012259780	2	460.83	840	11.60	4	13	4147	7560	0.16	O
012270723	1	0								
012290945	1	4300	3888	21.00					0.15	O
012330062	2	23040	112530	494.10					6.92	O
012341558	1	2070	19500	70.00					0.49	O
012343373	1	8500	12	63.00	1	3	17000	24	28.98	C
012343562	1	6990	8	33.30					15.32	C
012358959	1	0	14553	113.40					0.79	O
012377850	3	1340		17.80	2	6	5360	0	0.37	O
012405415	1	6810	17100	108.60	2	6	27240	68400	0.00	N
012423788	1	3870	14553	83.30	1	3	7740	29106	151.61	W
012426449	7	10440			1	3	20880	0	0.00	W
012426450	2	3870	14553	62.00	4	13	34830	130977	225.68	W
012429740	1	723	840	2.50	1	3	1446	1680	1.15	C
012502886	1	2770	840	2.50	1	3	5540	1680	0.02	O
012509284	15	2770	14553	31.00	2	6	11080	58212	3.26	O
012519095	8	13700	14553	51.50	4	13	123300	130977	2.88	O
012525479	17	17680	12054		2	6	70720	48216	0.00	O
012539197	8	0	11109	52.90	5	17	0	133308	2.96	O
012539432	3	1030	1100		6	7	1030	1100	0.00	O
012540673	1	17840	15600	31.00	1	3	35680	31200	0.00	N
012582518	3	0	20160	125.00					2.63	O
012590939	3	1280	360	1.50	7	24	21760	6120	0.03	O
012714573	23	13820	33495	165.00	6	20	193480	468930	1745.70	C
012755698	1	0	33495	103.00	2	6	0	133980	47.38	C
012762087	1	0							0.00	N
012789140	1	6840	10400	16.80	1	3	13680	20800	30.58	W
012801609	8	12440	6137	23.70	1	3	24880	12274	345.07	W
013028637	12	0	14553	91.00	5	17	0	174636	7.64	O
013091415	2	0	384	5.00					4.00	J

TOTAL AVCAL COST CHANGE: \$ 2.1E+07 4.1E+07 CU IN

TOTAL AVCAL CUBE CHANGE: 23613.5 CU FT

SHIPPING: \$ 51951.3

APPENDIX C
ITEMS REPAIRED BY CV-66 AIMD, MAY-SEPTEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
000016629	14	18640	18981	113.00	2	6	74560	75924	2879.24	W
000031558	16	663	840	5.50	2	24	14586	18480	0.62	O
000033957	3	1700	4046	0.00	3	9	10200	24276	0.00	O
000036368	19	2740	1573	7.00	3	12	24660	14157	0.93	O
000039145	3	5300	2016	3.50	2	6	21200	8064		
000041236	5	561	200	10.00	2	6	2244	800	0.35	O
000041240	1	374	144	1.82	1	3	748	288	0.00	N
000041259	25	771	600	2.60	5	15	7710	6000	0.00	N
000043034	5	0		11.00	1	3	0	0	0.40	O
000044867	2	0		1.75						
000044964	8	746	360	2.50	1	3	1492	720	0.14	O
000049588	2	1710	17100	91.80					0.00	N
000049639	2	471	144	1.82					0.00	N
000049666	2	471	360	2.00	1	3	942	720	0.00	N
000049697	2	1672	360	2.50	1	3	3344	720	0.04	O
000049949	2	2090	15600	63.70	1	3	4180	31200	0.00	N
000062090	2	1365	360	2.50					0.04	O
000064529	3	1740	360	3.00	2	6	6960	1440	0.06	O
000064664	4	1740	360	2.50	1	3	3480	720	0.07	O
000066481	10	2180	180	2.00	1	3	4360	360	0.14	O
000067956	2	1740	25900	125.00	2	6	6960	103600	1.75	O
000071412	6	1420	288	3.25					0.14	O
000072774	1	1451	196	1.50					0.01	O
000085602	11	455	4046	24.30					0.00	N
000095641	8	817	360	3.00	4	12	6536	2880	0.00	N
000146222	9	672	720	12.00	1	3	1344	1440	0.76	O
000157676	3	2930	896	10.00	1	3	5860	1792		
000181401	4	1860	512	5.00	2	6	7440	2048	0.14	O
000259415	1	545	504	4.60					0.03	O
000298941	15	2081	490	5.00	3	9	12486	2940	0.53	O
000299113	14	2060	504	3.00	2	6	8240	2016	76.44	W
000299303	2	1570	2704	15.00	2	6	6280	10816	54.60	W
000321912	1	588	504	4.00	1	3	1176	1008	0.03	O
000322298	1	796	360	2.50	1	3	1592	720	0.02	O
000333037	2	0	2940	21.00	1	3	0	5880	0.00	N
000408862	2	783	4046	5.00	1	3	1566	8092	0.07	O
000408864	1	1260	840	5.00	1	3	2520	1680	0.04	O
000408906	4	455	360	4.00	1	3	910	720	0.11	O
000417315	4	1010	360	2.50	1	3	2020	720	0.07	O
000417465	2	887	840	6.00	1	3	1774	1680	0.08	O
000417573	2	864	360	2.50	1	3	1728	720	0.04	O
000417644	4	522	360	8.00	1	3	1044	720	0.22	O
000427163	2	1380	960	7.00					0.10	O
000431167	9	2110	2016	12.80	2	3	2110	2016	0.81	O
000508618	5	393	343	2.00	1	3	786	686	4.80	J
000544717	2	2210	324	4.00	1	3	4420	648	0.06	O
000546308	2	627	288	4.00					0.06	O

APPENDIX C
ITEMS REPAIRED BY CV-66 AIMD, MAY-SEPTEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
000559517	1	900	2704	5.00	2	6	3600	10816	0.00	N
000566753	8	0							0.00	O
000592726	3	964	3136	20.00	2	6	3856	12544	0.00	N/O
000613386	4	0							0.00	O
000627783	4	592	3952	24.20					0.68	O
000639498	3	0							0.00	N
000649386	1	509	19656	119.00					216.58	W
000649389	2	645	59644	119.00	1	3	1290	119288	433.16	W
000653224	2	439	280	3.50					2.80	J
000679066	8	1810	9025	41.00	1	3	3620	18050	601.33	W
000681555	4	11460	5250	21.00					0.00	N
000755861	3	858	240	3.00	2	6	3432	960	0.00	N
000763050	30	271	216	1.00	17	52	9485	7560	0.21	O
000771839	2	1580	360	4.00					0.06	O
000780059	2	958	540	3.80	1	3	1916	1080	3.04	J
000790940	1	0	284130	604.00					4.23	O
000794999	1	1130	2016	8.00					0.00	N
000823353	1	976	224	2.34					0.94	J
000833998	2	460	72	0.41	1	3	920	144	0.01	O
000836213	36	1277	1183	16.00	13	40	34480	31941	4.03	O
000836214	2	616	320	2.00	1	3	1232	640	0.03	O
000836845	2	902.9	1683	4.00					0.06	O
000843734	9	1100	128	3.00					0.19	O
000843737	5	1040	144	3.00					0.11	O
000857707	31	965	576	9.75	4	25	20265	12096	2.12	O
000863840	9	2010	2448	8.00	22	68	92460	112608	0.50	O
000876089	19	5830	9690	55.00	4	12	46640	77520	7.32	O
000894403	26	0							0.00	O
000897903	1	271	216	1.50						
000897912	24	1470	4500	21.10					0.00	N/O
000898034	15	439	2016	8.50	5	15	4390	20160	0.00	N/O
000903248	2	1266.7	264	1.50	1	3	2533	528	0.02	O
000903249	1	811.97	360	2.50					0.02	O
000903254	4	990	330	2.50					0.07	O
000925589	3	920	300	5.00	1	3	1840	600	0.11	O
000943020	2	409	360	1.50						
000956109	4	876.78	264	1.50	1	3	1753.56	528	0.04	O
000978709	1	403	280	1.00					0.01	O
000978710	1	289	280	1.00					0.01	O
000979165	2	2440	1575	5.50	2	6	9760	6300	0.08	O
000979695	3	4780	14553	85.70					1.80	O
001007741	1	1820	1575	5.00	2	6	7280	6300	0.04	O
001007911	12	22100	18392	129.00	4	12	176800	147136	619.20	J
001007914	9	3790	7616	76.00	2	6	15160	30464	274.68	J
001007931	2	2100	9072	40.00	1	3	4200	18144	32.24	J
001010342	5	11420	14553	88.00	3	9	68520	87318	3.09	O
001016381	9	2290	2016	10.00	3	9	13740	12096	36.00	J/C

APPENDIX C
ITEMS REPAIRED BY CV-66 AIMD, MAY-SEPTEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
001016830	19	1180	2100	14.00	3	9	7080	12600	1.86	O
001022425	1	1960	9765	38.00	2	6	7840	39060	0.00	N
001028684	2	1210	315	15.00	1	3	2420	630	12.00	J
001051083	5	911	1560	17.00	2	3	911	1560	0.60	O
001062348	2	856	600	3.00	1	3	1712	1200	0.04	O
001062435	1	527	600	3.00					0.02	O
001069615	3	1480	600	6.50					8.97	C
001097199	3	2810	7056	90.00	20	62	118020	296352	124.20	C
001097328	1	1150	5120	25.00	20	62	48300	215040	11.50	C
001099394	10	14660	18910	124.00	3	9	87960	113460	2256.80	W
001100938	79	1880	7600	26.00	10	31	39480	159600	14.38	O
001101019	9	1630	4046	25.80	2	6	6520	16184	1.63	O
001103452	7	21040	33670	406.00					1307.32	C
001103625	2	2540	5152	25.00					0.35	O
001104882	14	322	2592	4.00	1	3	644	5184	0.40	O
001104883	4	1720	2592	11.00					0.31	O
001104912	13	1710	768	8.00					0.73	O
001105671	2	3550	13209	85.70	1	3	7100	26418	1.20	O
001105702	1	2090	1575	5.00					0.04	O
001106130	10	740	14553	66.90	2	6	2960	58212	1217.58	W
001106262	15	2920	2704	28.00					2.94	O
001108125	8	2940	2704	25.00					1.40	O
001108144	13	27310	18981	115.00	2	6	109240	75924	10.47	O
001108145	10	2630	3456	25.00	2	6	10520	13824	1.75	O
001108148	4	3550	6699	10.00	2	6	14200	26796	0.28	O
001108174	12	6430	2704	16.00					1.35	O
001108224	2	360	144	1.82	1	3	720	288	0.00	N
001108443	5	3750	8736	59.00					2.07	O
001108526	11	1010	840	2.50	2	6	4040	3360	0.19	O
001108532	3	2400	84	0.75					0.02	O
001150518	1	478	360	4.00	1	3	956	720	0.00	N
001150692	8	2120	30600	170.00	2	6	8480	122400	0.00	N
001151031	4	544	288	1.00	1	3	1088	576	0.03	O
001151032	8	475	288	1.00	2	6	1900	1152	0.06	O
001151245	21	911	200	1.25					0.18	O
001151667	4	1720	9765	80.00					128.32	J
001152412	2	1760	2210	8.60	2	6	7040	8840	0.12	O
001159135	1	1080	900	5.00					0.04	O
001166139	7	9150	30800	150.00	2	6	36600	123200	420.00	J
001174115	1	934	5250	18.00	1	3	1868	10500	0.13	O
001174118	4	1110	2016	26.00					0.73	O
001216932	37	17540	60480	301.00	7	21	245560	846720	77.96	O
001216946	92	3920	9216	94.50	4	12	31360	73728	60.86	O
001217299	55	3480	13209	86.60	5	15	34800	132090	33.34	O
001217319	8	4330	13209	97.00	2	6	17320	52836	5.44	O
001217359	24	3920	13209	95.00	5	15	39200	132090	16.03	O
001217690	10	916	360	2.50	1	3	1832	720	0.18	O

APPENDIX C
ITEMS REPAIRED BY CV-66 AIMD, MAY-SEPTEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
001217742	4	633	600	3.00	1	3	1266	1200	0.09	O
001217746	2	1320	360	2.00	1	3	2640	720	0.03	O
001217758	2	878	600	2.00	1	3	1756	1200	0.03	O
001217786	4	596	840	2.00	2	6	2384	3360	0.06	O
001217789	2	513	260	7.00					0.10	O
001217848	4	734	600	2.00	1	3	1468	1200	0.06	O
001217954	2	0	360	3.00	1	3	0	720	0.04	O
001218008	4	776	840	2.00	1	3	1552	1680	0.06	O
001220346	2	669	360	3.00	2	6	2676	1440	0.04	O
001220349	1	698	360	2.50	1	3	1396	720	0.02	O
001220350	4	848	360	3.60					0.10	O
001220358	6	1090	10948	52.00	2	6	4360	43792	2.19	O
001222820	6	917	750	4.00	1	3	1834	1500	0.17	O
001223309	1	829	504	4.00	1	3	1658	1008	0.03	O
001223756	4	1380	360	4.00	1	3	2760	720	0.12	O
001223769	4	815	2744	16.50	1	3	1630	5488	0.46	O
001223795	3	1040	4500	26.50	1	3	2080	9000	0.56	O
001226450	10	1330	5544	34.90					2.44	O
001228112122	8740	14553	105.00	5	15	87400	145530	89.67	O	
001228700	9	2010	7938	60.00	2	6	8040	31752	3.79	O
001236750	14	1730	1377	4.00					0.39	O
001236781	97	3680	13209	102.00	4	12	29440	105672	69.26	O
001236782	3	864	360	4.00	1	3	1728	720	0.09	O
001236951	2	1060	360	7.00					0.10	O
001237474	2	1360	300	2.50	1	3	2720	600	0.04	O
001239353	4	1160	360	2.50	1	3	2320	720	0.07	O
001239369	2	6620	59163	286.00					4.00	O
001239376	42	3530	13209	76.60	3	9	21180	79254	22.52	O
001239561	1	850	360	2.50	1	3	1700	720	0.02	O
001240481	6	1430	1575	8.00	2	6	5720	6300	0.34	O
001240690	4	1850	1575	10.00	2	6	7400	6300	0.28	O
001241064	2	2790	5152	29.50					0.41	O
001241347	3	4640	53125	170.00					3.57	O
001249383	5	51460	18981	108.50					249.55	C
001249917	4	2140	4116	67.50	13	40	57780	111132	491.40	W
001265072	5	1480	1456	7.00	2	6	5920	5824	63.70	W
001270189	4	1250	5054	653.00	12	37	31250	126350	1201.52	C
001275581	1	545	576	1.00	1	3	1090	1152	0.40	J
001283307	2	2110	360	2.50	2	6	8440	1440	0.04	O
001288178	7	6080	9025	39.00	4	12	48640	72200	125.90	C
001288181	1	452	600	2.00					0.92	C
001322918	2	1400	600	2.00					0.03	O
001322919	1	763	600	2.00	1	3	1526	1200	0.01	O
001323129	13	739	360	3.00	1	3	1478	720	0.27	O
001350132	4	1090	640	2.50	2	6	4360	2560	4.00	J
001375890	9	1750	2535	9.00	3	19	28000	40560	0.58	O
001376488	4	2563.7	572	3.00	4	12	20509	4576	0.09	O

APPENDIX C
ITEMS REPAIRED BY CV-66 AIMD, MAY-SEPTEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
001376492	2	4357.5	572	3.00	2	6	17430	2288	0.04	O
001376532	31	1030	320	3.60	8	13	5150	1600	0.78	O
001387747	4	771	882	9.60	3	9	4626	5292	0.27	O
001387767	13	2120	4500	20.00	3	9	12720	27000	1.82	O
001389511	31	2470	1080	9.00	3	26	56810	24840	2.04	O
001389683	2	9030	26013	116.00	1	3	18060	52026	0.00	N
001396032	2	1030	600	3.00	1	3	2060	1200	0.04	O
001396178	15	2950	10000	250.00	3	3	0	0	26.25	O
001401729	11	21040	17100	100.00					506.00	C
001401775	110	1940	3276	18.00	9	27	34920	58968	13.86	O
001401785	7	358	756	4.00	1	3	716	1512	0.20	O
001401823	3	699	450	3.50	1	3	1398	900	0.07	O
001407843	2	350	360	3.00					0.00	N/O
001407845	19	1130	392	4.10					0.00	N/O
001407847	4	221	360	3.00	1	3	442	720	0.00	N
001410260	1	396	4046	23.30					0.16	O
001410284	3	1679.9	360	0.75	1	3	3359.88	720	0.02	O
001410285	6	1482	360	0.75	2	6	5928	1440	0.03	O
001411356	17	268	96	0.75	5	15	2680	960	0.09	O
001425512	91	6410	14553	88.00	5	15	64100	145530	56.25	O
001438941	28	2790	7938	31.60	3	9	16740	47628	6.19	O
001446351	2	1240	504	3.00	1	3	2480	1008	0.04	O
001453218	6	291	360	3.00					0.00	O/N
001462276	39	538	700	6.60	4	12	4304	5600	1.80	O
001466930	1	1110	360	2.00					0.01	O
001466934	2	866	360	3.00	1	3	1732	720	0.04	O
001469414	2	1180	600	3.50					0.05	O
001469418	2	696	360	3.40					0.05	O
001473014	2	669	42	3.00					0.04	O
001473139	8	1680	3648	10.00	2	10	13440	29184	0.56	O
001473199	7	1950	5292	21.00	6	18	23400	63504	1.03	O
001475991	2	546	360	4.00	1	3	1092	720	0.06	O
001476002	2	1320	600	3.50	1	3	2640	1200	0.05	O
001479030	1	1010		0.02	1	3	2020	0	0.00	O
001479061	3	609	600	6.60	1	3	1218	1200	0.14	O
001479062	3	1380	360	3.00	1	3	2760	720	0.06	O
001479063	4	554	360	3.50	2	6	2216	1440	0.10	O
001481152	4	3970	2000	18.00	1	1	0	0	0.50	O
001481157	1	3850	2800	28.00	1	3	7700	5600	0.20	O
001485987	3	771	882	9.60					0.20	O
001485988	2	2120	4500	20.00					0.28	O
001485989	2	1250	315	3.00					0.04	O
001486938	2	28080	14553	86.60					79.67	C
001486988	49	7670	14553	51.50	4	12	61360	116424	17.66	O
001487279	20	0	2016	3.00	4	12	0	16128	0.42	O
001487296	7	1190	600	5.00	3	20	20230	10200	0.26	O
001487808	2	683	360	3.00	1	3	1366	720	0.04	O

APPENDIX C
ITEMS REPAIRED BY CV-66 AIMD, MAY-SEPTEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
001487819	5	513	360	4.00	1	3	1026	720	0.14	O
001487832	1	548	360	3.60	1	3	1096	720	0.03	O
001487833	2	535	840	11.00	2	6	2140	3360	0.15	O
001487838	1	3010	840	7.00	2	6	12040	3360	0.05	O
001487854	52	3520	14553	105.00	2	6	14080	58212	38.22	O
001488041	5	856	500	4.50	5	15	8560	5000	0.16	O
001488246	5	21270	14553	51.80					119.14	C
001488420	5	1120	504	3.60	1	3	2240	1008	0.13	O
001488427	1	583	360	2.00					0.01	O
001488428	4	1050	3375	19.00	1	3	2100	6750	0.53	O
001488433	3	503	360	3.00	1	3	1006	720	0.06	O
001488439	3	802	360	3.00	1	3	1604	720	0.06	O
001488473	4	2900	14553	105.00					2.94	O
001488492	2	78.01	9	0.80						
001488543	2	1738.2	1690	9.00					0.13	O
001488544	6	883	4096	7.00					0.29	O
001488763	2	561.57	64	0.44					0.01	O
001490702	11	3090	2016	31.00	9	27	55620	36288	2.39	O
001490707	10	1380	14553	63.70	5	15	13800	145530	4.46	O
001491319	123	11460	9025	59.00	9	27	206280	162450	0.00	N/O
001498342	4	545	360	3.00	1	3	1090	720	0.08	O
001498426	20	1570	216	2.00	2	27	39250	5400	0.28	O
001506526	5	271	216	1.50					0.00	N
001506986	4	1080	196	3.00	1	3	2160	392	21.84	W
001524223	1	1080	840	3.70	3	9	6480	5040	0.03	O
001524279	4	539	600	5.00	1	3	1078	1200	0.14	O
001530936	2	476	792	3.50	1	3	952	1584	0.05	O
001538316	4	402	297	1.00	1	3	804	594	0.03	O
001538361	1	1800	990	7.00	2	6	7200	3960	0.05	O
001554604	6	994	360	3.60	1	3	1988	720	0.15	O
001554605	2	1460	360	2.50	1	3	2920	720	0.04	O
001554606	6	1660	192	2.00	1	3	3320	384	0.08	O
001554607	2	767	360	3.00	1	3	1534	720	0.04	O
001554608	2	545	360	2.50	1	3	1090	720	0.04	O
001554615	4	1370	324	2.50	1	3	2740	648	0.07	O
001554617	2	560	600	2.00	1	3	1120	1200	0.03	O
001554618	2	632	600	2.00	1	3	1264	1200	0.03	O
001554624	1	625	360	3.00	1	3	1250	720	0.02	O
001554637	1	883		0.02	1	3	1766	0	0.00	O
001574352	26	1240	9600	70.50	8	24	19840	153600	3336.06	W
001590805	2	664	1053	6.00					0.08	O
001591050	2	1270	98	1.25					0.02	O
001601355	7	1220	324	4.00	1	2	1220	324	0.20	O
001601372	8	1030	4046	20.00	2	6	4120	16184	1.14	O
001602199	5	2470	1430	15.00	1	3	4940	2860	0.53	O
001602214	1	662.5	360	0.98	1	3	1325	720	0.01	O
001609760	2	1160	360	2.00					0.03	O

APPENDIX C
ITEMS REPAIRED BY CV-66 AIMD, MAY-SEPTEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
001609791	5	513	360	1.75	1	3	1026	720	0.06	O
001618542	2	1520	360	3.00	1	3	3040	720	0.04	O
001618570	40	3930	720	9.00	5	34	113970	20880	2.52	O
001618782	38	2230	19964	125.00	12	37	55750	499100	33.25	O
001631691	2	458	504	3.00	1	3	916	1008	0.05	O
001631694	2	582	968	7.00	1	3	1164	1936	0.10	O
001634588	2	374	504	3.00	1	3	748	1008		
001635337	2	604	504	3.00	1	3	1208	1008	0.04	O
001635340	2	604	504	3.00	1	3	1208	1008	0.04	O
001635352	3	874	360	3.00	1	3	1748	720	0.06	O
001635992	1	920	1350	10.00					0.07	O
001636256	4	1100	600	2.50					0.07	O
001636257	12	1080	600	2.50	1	3	2160	1200	0.21	O
001644226	8	1170	770	1.75	3	17	16380	10780	0.10	O
001645857	87	2130	3564	60.00	24	74	106500	178200	36.54	O
001646843	2	2150	15600	110.00	1	3	4300	31200	0.00	N
001652966	2	7730	9025	56.00	2	6	30920	36100	45.04	J
001655720	12	889	810	8.00	3	9	5334	4860	0.69	O
001655777	12	1130	832	5.50	6	8	2260	1664	26.40	J
001655838	20	1730	21840	76.00	25	77	89960	1135680	10.68	O
001660609	4	1230	600	4.00					0.11	O
001660702	2	5470	9025	45.00	1	3	10940	18050	0.63	O
001674380	5	1000	275	4.10					0.14	O
001677585	8	3085	972	1.00	3	9	18510	5832	0.06	O
001678388	3	868	4624	30.10					0.63	O
001683590	8	5330	13209	65.70	4	12	42640	105672	210.24	C/J
001683630	31	3920	768	5.00	1	3	7840	1536	1.09	O
001683631	16	1640	1200	6.00	4	12	13120	9600	0.67	O
001683802	19	1150	280	5.50	7	21	16100	3920	190.19	W
001686105	16	3170	2000	22.00	9	27	57060	36000	2.49	O
001687421	8	0	4704	21.00	2	6	0	18816	0.00	N
001687423	1	0	4704	33.70	1	3	0	9408	0.00	N
001688337	4	5080	13209	82.50	2	6	20320	52836	600.60	W
001688769	87	3960	7938	63.00	10	31	83160	166698	38.37	O
001688770	3	974	3696	10.75	4	12	7792	29568	0.23	O
001688856	6	1250	315	3.00					0.13	O
001690849	1	482		1.60					0.01	O
001691594	3	2650	19500	70.00					382.75	W
001691595	1	2650	19500	69.00					126.31	W
001723986	3	471	600	5.00	1	3	942	1200	0.00	N
001726959	19	1060	150	3.00	3	8	5300	750	0.40	O
001729240	10	477	840	5.60	2	8	2862	5040	0.39	O
001732736	2	638	600	2.00	1	3	1276	1200	0.03	O
001732748	2	604	360	2.00	1	3	1208	720	0.03	O
001764475	7	715.6	200	5.00	1	3	1431	400	14.00	J
001773418	1	1290	1008	13.00					0.09	O
001773543	4	7000	41392	127.00					0.00	N

APPENDIX C
ITEMS REPAIRED BY CV-66 AIMD, MAY-SEPTEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
001776370	1	771	360	1.00	1	3	1542	720	0.01	O
001780283	2	540	8750	15.00	1	3	1080	17500	0.00	N
001792655	3	1730	19500	70.00					1.47	O
001795086	9	2010	2448	8.00					0.50	O
001808059	1	1610	1950	21.00					0.15	O
001822002	48	1920	3136	13.50	3	9	11520	18816	4.54	O
001862953	1	1090	5640	2.00					3.64	W
002099562	1	3100	600	3.70	1	3	6200	1200	1.70	C
002099621	1	1190	840	4.50	2	6	4760	3360	0.00	N
002133914	2	7226	504	1.00					1.15	C
002298915	6	1710	2704	15.00	1	3	3420	5408	163.80	W
002304004	2	2097	378	1.00					1.15	C
002314920	2	561	96	2.00	1	3	1122	192	0.03	O
002315292	4	234	504	3.00	2	6	936	2016	0.08	O
002327679	4	1060	360	2.00	1	3	2120	720	0.07	O
002327680	2	1060	840	4.00	1	3	2120	1680	0.06	O
002327683	4	1060	840	4.00	2	6	4240	3360	0.11	O
002327748	4	1950	6137	32.30					0.90	O
002327805	3	1070	600	2.00	1	3	2140	1200	10.92	W
002327845	2	1110	1575	8.00	1	3	2220	3150	0.11	O
002327856	2	896	600	2.00	1	3	1792	1200	7.28	W
002327865	2	2940	840	4.00					0.06	O
002327913	1	2305.8	450	1.70					3.09	W
002327914	3	4585	450	1.70					9.28	W
002395200	41	4300	9216	50.00	5	15	43000	92160	14.35	O
002396592	18	512	168	1.00	2	6	2048	672	7.20	J
002398910	2	2042	600	2.00	2	6	8168.92	2400	1.84	C
002399045	2	2815	600	2.00	2	6	11261.8	2400	1.84	C
002399305	4	1270	504	3.00	3	9	7620	3024	0.08	O
002399339	3	428	504	3.00	7	21	5992	7056	0.06	O
002399362	6	443	504	3.00	1	3	886	1008	0.13	O
002399912	1	922.93	360	2.00					0.92	C
002442816	3	1610	19500	70.10					0.00	N
002443315	2	999	9025	44.00	1	3	1998	18050	0.00	N
002453022	1	6000	30210	64.30					0.45	O
002489837	2	8610	2704	14.00	1	3	17220	5408	12.88	C
002490196	1	3640	600	2.00					0.92	C
002500528	2	1320	504	3.00	2	6	5280	2016	0.04	O
002527305	2	518.75	600	2.00					1.84	C
002527343	9	51460	84670	444.00					1838.16	C
002527914	10	3970	9025	60.70	13	40	107190	243675	279.22	C
002528027	26	3090	14553	79.50	2	6	12360	58212	0.00	N
002528030	4	526	4046	25.00	1	3	1052	8092	0.00	N
002528031	4	1550	9675	67.50					0.00	N
002531822	1	2440	1728	12.00	1	2	2440	1728	0.08	O
002533478	16	642	441	1.00	7	21	8988	6174	0.15	O
002548484	3	291.7	144	0.20	2	6	1166.8	576		

APPENDIX C
ITEMS REPAIRED BY CV-66 AIMD, MAY-SEPTEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
002554092	7	942	6137	31.00	1	3	1884	12274	0.00	N
002554094	9	664	18981	119.00	2	6	2656	75924	0.00	N
002609521	1	764	1440	10.00	1	3	1528	2880	0.07	O
002700011	2	769	216	1.50	1	3	1538	432	0.02	O
002700094	4	2570	18981	91.10					0.00	N
002765479	2	2660	9025	50.00	1	3	5320	18050	46.00	C
002777584	5	0	113223	115.00	1	3	0	226446	264.50	C
002794052	5	1104	105	1.00	2	6	4416	420	0.04	O
002802993	4	2100	600	1.50	8	24	33600	9600	2.76	C
002815260	2	721	600	3.00	1	3	1442	1200	2.76	C
002815352	2	0	840	4.00					3.68	C
002815392	2	1510	600	1.82	1	3	3020	1200	1.67	C
002834255	5	1415	105	2.00	1	3	2830	210	0.07	O
002837285	1	1730	3360	8.00					0.06	O
002837315	2	960	288	2.00	1	3	1920	576	0.03	O
002857552	5	2070	420	4.00	1	3	4140	840	0.14	O
002858355	1	1150	600	2.00	2	6	4600	2400	0.92	C
002875708	3	438	360	2.00	1	3	876	720	2.76	C
002875726	1	0	4500	19.00	1	3	0	9000	8.74	C
002875750	6	779	14553	66.00	2	6	3116	58212	182.71	C
002875752	2	316	360	2.00					1.84	C
002880805	1	2450	490	4.00	1	2	2450	490	0.03	O
002881269	4	2520	9025	40.00	2	6	10080	36100	0.00	N
002881797	4	2560	6137	37.00					68.08	C
002881798	9	2850	9765	37.00					153.18	C
002881886	2	2110	6137	31.00					28.52	C
002913719	4	1750	441	2.34					0.07	O
002914431	3	338	360	2.00					2.76	C
002914764	3	2490	2704	16.00					22.08	C
002925059	2	901	840	4.00	2	6	3604	3360	3.68	C
002934488	2	2700	11520	40.00	1	3	5400	23040	0.56	O
002946291	5	1030	576	4.00	1	3	2060	1152	9.20	C
002947037	4	2410	9025	44.00	2	6	9640	36100	0.00	N
002947045	9	2320	9216	55.00	1	3	4640	18432	0.00	N
002947758	3	2280	1200	6.00	1	3	4560	2400	0.00	N
002948890	3	2690	4500	30.00	13	40	72630	121500	41.54	C
003001857	11	2340	9025	45.00	2	6	9360	36100	0.00	N
003001890	2	6000	336474		1	3	12000	672948	0.00	C
003001934	8	527	600	3.00	3	9	3162	3600	0.17	O
003001936	2	830	600	3.00	1	3	1660	1200	0.04	O
003011068	1	2030	600	2.00					0.92	C
003011240	12	979	600	2.00					11.04	C
003011242	2	213	600	2.00					1.84	C
003029315	7	567	600	3.00	1	3	1134	1200	0.15	O
003029345	3	883	4046	31.00	1	3	1766	8092	0.65	O
003029373	25	1790	14553	72.90	4	12	14320	116424	838.35	C
003047311	1	635	600	2.00					0.92	C

APPENDIX C
ITEMS REPAIRED BY CV-66 AIMD, MAY-SEPTEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
003047369	27	1440	600	2.00					24.84	C
003047377	1	967	600	2.00					0.92	C
003080554	1	754	600	2.00					0.92	C
003102092	5	2640	11520	40.00	1	3	5280	23040	1.41	O
003102739	4	2490	600	2.00					3.68	C
003103135	3	549	600	2.00					2.76	C
003104010	2	2490	840	3.00					3.13	C
003104071	2	2630	840	3.00					3.13	C
003104082	5	2330	840	3.00					7.82	C
003104143	8	2400	840	3.00					12.51	C
003104163	1	2480	840	3.00					1.56	C
003104575	4	2700	840	3.00	2	6	10800	3360	6.26	C
003119013	3	3470	840	3.50	1	3	6940	1680	4.83	C
003140827	3	891	360	2.50	1	3	1782	720	0.05	O
003140835	8	2630	840	3.00	1	3	5260	1680	12.51	C
003140837	2	3120	840	3.00					3.13	C
003140838	2	2330	840	3.00					3.13	C
003141122	4	1240	840	3.00	1	3	2480	1680	6.26	C
003188592	9	4750	6137	43.00	2	6	19000	24548	2.71	O
003188593	1	777	600	5.60	1	3	1554	1200	0.04	O
003192161	2	672	8736	55.20					0.77	O
003204393	12	21400	33495	100.00					552.00	C
003211991	12	879	840	3.00					18.77	C
003219025	3	1360	360	1.75	1	3	2720	720	0.04	O
003230458	37	1800	3344	10.00	5	15	18000	33440	170.20	C
003230635	2	2570	5152	28.00					25.76	C
003231080	6	17660	33495	100.00					276.00	C
003246403	5	16220	30450	103.00					236.90	C
003274005	6	271	125	1.00					0.04	O
003274390	2	2630	840	3.00					3.13	C
003288402	7	13690	30450		3	9	82140	182700	0.00	C
003323690	7	1380	960	7.00	2	20	24840	17280	0.34	O
003324077	2	2630	840	3.00	1	3	5260	1680	3.13	C
003324137	28	25080	59163	100.00					1288.00	C
003349267	10	14200	3120	37.60	3	9	85200	18720	172.96	C
003373708	4	766	840	3.00	3	9	4596	5040	5.52	C
003380543	1	399	360	3.00	1	3	798	720	0.02	O
003416504	1	804	540	3.00	1	3	1608	1080	0.02	O
003450728	3	559	600	2.00	1	3	1118	1200	2.76	C
003450895	2	1090	840	3.00	1	3	2180	1680	2.76	C
003450918	1	1880	600	2.00	1	3	3760	1200	0.92	C
003450921	2	1880	840	3.00					2.76	C
003451108	10	575	600	2.00	1	3	1150	1200	9.20	C
003451139	2	712	600	2.00	1	3	1424	1200	1.84	C
003462559	8	409	6137	25.80	2	6	1636	24548	1.44	O
003462708	8	15880	12600	91.80	3	9	95280	75600	337.82	C
003462801	6	479	600	2.50	2	6	1916	2400	6.90	C

APPENDIX C
ITEMS REPAIRED BY CV-66 AIMD, MAY-SEPTEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
003490235	6	3430	4500	23.00	2	6	13720	18000	63.48	C
003490249	4	479	600	2.00					3.68	C
003515019	2	962	432	6.00					0.08	O
003518990	2	1900	6137	30.00					27.69	C
003519035	4	425	600	1.75	1	3	850	1200	3.22	C
003536659	14	313	150	1.50	12	37	7825	3750	0.15	O
003571188	3	4077	7220	32.00	2	6	16308	28880	44.16	C
003581300	8	1419	768	2.00	2	6	5676	3072	7.36	C
003581306	6	1060	360	2.50	3	9	6360	2160	6.90	C
003646035	3	5095.4							0.00	O
003711657	12	883	320	3.00	1	3	1766	640	0.25	O
003725542	1	2309.8	384	2.00						
003725543	1	0	20328		2	6	0	81312	0.00	C
003951423	6	2395	20328	4.00	1	3	4790	40656	11.73	C
003951749	21	17790	18981	105.00					1014.30	C
003952540	2	1260	20650	44.00					0.00	N
003952550	2	1930	40128	85.50	1	3	3860	80256	0.00	N
003995388	12	17790	18981	105.00					579.60	C
004027950	6	580	96	1.00	1	1	0	0	0.04	O
004050620	1	1300	952	7.50	1	1	0	0	0.05	O
004063232	1	740	105	1.00					0.40	J
004080816	2	592	360	4.00	1	3	1184	720	0.06	O
004080817	2	598	360	3.00					0.04	O
004081805	2	767	600	3.00					0.04	O
004093126	1	858	600	3.00	1	3	1716	1200	0.02	O
004093169	2	743	360	2.00					0.03	O
004093173	2	82	360	2.00					0.03	O
004093174	2	280	360	2.00	1	3	560	720	0.03	O
004093175	2	245	360	2.00	2	6	980	1440	0.03	O
004132458	1	488	600	3.00					0.02	O
004132461	1	488	600	3.00	1	3	976	1200	0.02	O
004132592	1	2830	600	7.00	2	6	11320	2400	0.05	O
004132621	4	4090	17100	105.00	1	3	8180	34200	0.00	N
004132953	2	538.5	360	2.50	3	9	3231	2160	0.04	C
004132990	35	17790	18981	105.00					1690.50	C
004132992	2	9020	14553	31.00					28.52	C
004133137	13	11010	18981	130.70					781.59	C
004134976	1	4860	40448	86.10					0.60	O
004134978	1	5140	40448	86.10					0.60	O
004135029	2	1760	350	3.60					3.31	C
004150275	2	621	360	2.50					0.04	O
004150337	1	787	360	2.50	1	3	1574	720	0.02	O
004183158	1	2240	2299	20.00					0.14	O
004188806	1	540	600	3.00					0.02	O
004216537	2	2070	504	3.60	2	6	8280	2016	0.05	O
004216880	5	1130	360	2.50	1	3	2260	720	0.09	O
004217623	18	6880	17100	132.00	3	9	41280	102600	16.63	O

APPENDIX C
ITEMS REPAIRED BY CV-66 AIMD, MAY-SEPTEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
004217638	10	488			1	3	976	0	0.00	W
004218475	1	5790	15264	208.00					1.46	O
004218652	2	488	600	3.00	1	3	976	1200	0.04	O
004218679	2	746	600	3.00	1	3	1492	1200	0.04	O
004218712	6	488	600	3.00	1	3	976	1200	0.13	O
004236606	3	1100	600	2.00	1	3	2200	1200	0.04	O
004246612	2	3810	1584	5.90	1	3	7620	3168	5.43	C
004276036	7	972	600	2.00	1	3	1944	1200	7.53	C
004276039	1	541	360	2.00					0.92	C
004276048	4	541	600	2.00					4.31	C
004276050	2	541	360	2.00					1.84	C
004276067	8	1090	600	2.00	1	3	2180	1200	7.36	C
004316233	1	1060	360	3.00	1	3	2120	720	0.02	O
004316234	8	666	360	4.00	2	6	2664	1440	0.22	O
004317649	1	2740	1568	11.00	1	2	2740	1568	0.08	O
004318127	2	285	40	0.70	1	3	570	80	0.01	O
004318163	1	2980	192	2.00	2	10	23840	1536	0.02	O
004318252	2	856	600	3.00	1	3	1712	1200	0.04	O
004318253	4	527	600	3.00	1	3	1054	1200	0.08	O
004338608	9	771	504	3.00	2	6	3084	2016	0.19	O
004338736	1	771	504	3.00	1	3	1542	1008	0.02	O
004338751	5	205	504	3.00	1	3	410	1008	0.11	O
004340604	2	4760	17860	15.00					0.21	O
004342224	2	2070	2592	28.00	2	6	8280	10368	0.39	O
004349070	3	11950	10944	45.60	3	9	71700	65664	0.96	O
004358306	75	2590	5632	78.60					41.27	O
004384139	1	551	360	3.60	1	3	1102	720	0.03	O
004424659	2	764	504	3.00	2	6	3056	2016	0.04	O
004443325	14	2020	15600	63.00	2	6	8080	62400	1605.24	W
004443343	7	23950	18981	82.50	3	9	143700	113886	4.04	O
004447805	7	1430	896	9.80						
004451288	10	647	640	3.00	2	22	12940	12800	0.21	O
004457958	1	153	504	3.00	1	3	306	1008	5.46	W
004457976	2	1020	840	4.00	1	3	2040	1680	14.56	W
004490154	15	1412	336						0.00	O
004500247	2	187	576	3.60	1	3	374	1152	2.88	J
004517633	1	1300	612	8.00	1	3	2600	1224	0.06	O
004581513	32	1850	672	7.00					1.61	O
004654981	6	6070	14553	94.90					0.00	N
004655066	24	5140	13209	86.60	2	6	20560	52836	14.55	O
004675315	4	489.77	192	2.00	1	3	979.54	384	0.06	O
004680788	6	196	2886	11.65	1	3	392	5772	0.49	O
004693138	12	6010	8736	45.00	2	6	24040	34944	0.00	N
004702661	2	1240	504	3.00	1	3	2480	1008	10.92	W
004713174	2	424	2704	9.00	3	9	2544	16224	0.13	O
004733445	6	501	198	12.00	2	4	1002	396	0.50	O
004757348	16	3170	2000	22.00					2.46	O

APPENDIX C
ITEMS REPAIRED BY CV-66 AIMD, MAY-SEPTEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
004768864	2	1200	1728	12.00	2	6	4800	6912	11.04	C
004769400	1	2020	780	55.00	2	6	8080	3120	0.39	O
004769917	2	0	288	10.00	1	1	0	0		
004782712	7	8160	360	70.00	1	1	0	0	196.00	J
004798562	8	1370	360	2.00	2	6	5480	1440	0.11	O
004815003	2	468	360	3.00	1	3	936	720	0.00	O/N
004826665	2	0	360							
004831731	2	885	360	2.00	1	3	1770	720	7.28	W
004838499	2	0	10560	26.00					0.36	O
004839045	2	2590	19750	59.00	1	3	5180	39500	0.83	O
004839046	7	14270	19754	107.00					5.24	O
004850496	2	0								O
004859849	2	4680	9025	43.50	2	6	18720	36100	0.00	N
004865453	2	1110	2016	8.00	2	6	4440	8064	0.12	O
004890658	9	1290	1287	13.00					0.82	O
004890664	1	933	1960	7.60	2	6	3732	7840	0.05	O
004917513	12	771	882	9.60					0.81	O
004917514	15	2120	4500	20.00					2.10	O
004919187	8	1270	360	3.00	1	3	2540	720	0.17	O
004919193	3	1740	504	3.00					0.06	O
004919851	14	3340	15600	74.90	2	6	13360	62400	419.44	J
004921389	2	2740	5152	25.50	2	6	10960	20608	0.36	O
004948287	2	1630		0.02	1	3	3260	0	0.00	O
004951471	4	958	1200	5.00	1	3	1916	2400	0.15	O
004952797	6	2840	2016	25.00	4	12	22720	16128	1.05	O
004982444	31	1180	4046	20.00	2	6	4720	16184	4.38	O
004982461	14	1310	7938	41.00	3	9	7860	47628	0.00	N
004999572	4	13210	19754	107.00					3.00	O
004999760	14	12820	9765	52.70					339.39	C
005042650	4	567	275	3.00	1	1	0	0	0.08	O
005051671	44	2190	990	8.00	2	6	8760	3960	170.02	C
005103799	1	0	2704	17.00					7.87	C
005103941	3	907	462	2.34					0.05	O
005123319	15	1060	360	7.00	4	12	8480	2880	0.74	O
005123696	3	630	600	2.00	2	6	2520	2400	2.76	C
005142789	3	17790	18981	105.00					144.90	C
005145634	6	1230	1573	5.00	1	3	2460	3146	0.21	O
005171522	6	855.76	72	0.63	1	3	1711.52	144	0.03	O
005171756	6	1415.5	320	1.00	1	3	2830.96	640	0.04	O
005184311	4	448	684	7.50	1	2	448	684		
005184972	4	479	600	2.00	1	3	958	1200	3.99	C
005184976	1	514	600	3.00	1	3	1028	1200	0.02	O
005196376	10	7680	14553	74.00					340.40	C
005196963	3	488	2057	17.00	1	3	976	4114	20.40	J
005227030	15	2760	6137	29.00	5	15	27600	61370	202.17	C
005227031	47	3620	7938	41.60	5	15	36200	79380	899.39	C
005227669	1	1740	1053	4.00	1	3	3480	2106	1.98	C

APPENDIX C
ITEMS REPAIRED BY CV-66 AIMD, MAY-SEPTEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
005267137	13	2850	3072	19.00	5	15	28500	30720	1.73	O
005313482	2	920	1350	10.00	2	3	920	1350	0.14	O
005313514	10	907	462	2.00	2	5	2721	1386	0.16	O
005316389	32	2480	19500	62.00	16	49	81840	643500	13.89	O
005336128	7	2540	5152	29.00					1.42	O
005354491	2	1560	600	4.00	1	3	3120	1200	0.06	O
005386020	2	12710	58065	135.00					1.89	O
005386027	1	12170	58065	135.00					0.95	O
005400170	2	954	288	3.90					3.12	J
005432534	2	884	600	5.00					0.00	N
005442625	13	20800	15600	72.90	2	6	83200	62400	0.00	N
005514087	1	540	2160	3.00	1	3	1080	4320	0.02	O
005524479	10	414	567	10.00	5	15	4140	5670	0.70	O
005544336	9	1350	1170	5.00	4	12	10800	9360	20.70	C
005575832	2	1010	1288	12.40					0.00	N
005622442	2	758.12	64	0.75					0.01	O
005662959	1	498	360	2.00					0.80	J
005662980	2	695	7600	17.50	3	9	4170	45600	0.25	O
005674548	5	1040	486	3.00					0.11	O
005674549	10	733	486	3.00	7	21	10262	6804	0.21	O
005832618	3	1720	4320	9.00	1	6	8600	21600	0.19	O
005832710	2	11090	14553	75.60					69.55	C
005854132	3	1010	768	7.90					0.00	N
005872530	4	10360	60480	444.00	1	3	20720	120960	0.00	N
005908270	1	1610	432	70.10					0.00	N
005913981	13	1780	770	2.00	8	24	28480	12320	0.18	O
005914029	6	1190	28	1.50	1	4	3570	84	0.06	O
006030471	5	1280	17100	93.60	1	3	2560	34200	0.00	N
006050359	4	1180	360	2.50					4.60	C
006050360	6	392	360	2.00	1	3	784	720	5.52	C
006050383	4	436	360	2.00	2	6	1744	1440	3.68	C
006068793	2	651	360	15.00	1	3	1302	720	0.00	N
006068811	5	5836	5152	24.00	2	6	23344	20608	55.20	C
006068846	1	2400	15600	120.00	1	3	4800	31200	0.00	N
006122637	19	1090	360	2.00	7	21	15260	5040	17.48	C
006122685	18	8600	18481	88.00	2	6	34400	73924	11.13	O
006191673	38	6090	7600	87.50	14	43	176610	220400	23.28	O
006207888	2	1010	768	4.90						
006228255	6	850	600	2.50					6.90	C
006228408	4	1840	600	2.50					4.60	C
006228409	2	1209	600	2.00					1.84	C
006247274	3	2924	1188	10.00	1	3	5848	2376	13.80	C
006247284	2	940.73	600	2.50					2.30	C
006273729	1	540	600	3.00	1	3	1080	1200	0.02	O
006283583	7	1200	504	3.50	2	6	4800	2016	11.27	C
006300762	4	21380	112530	444.00					12.43	O
006302322	2	671	840	2.00	1	3	1342	1680	1.84	C

APPENDIX C
ITEMS REPAIRED BY CV-66 AIMD, MAY-SEPTEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
006302325	18	2960	4500	25.60	9	27	53280	81000	211.97	C
006302327	4	4510	5152	23.00	4	12	36080	41216	42.32	C
006302328	21	1500	19500	62.00	9	27	27000	351000	598.92	C
006319897	2	438	600	2.00	1	3	876	1200	1.84	C
006319898	2	767	600	2.00	1	3	1534	1200	1.84	C
006319899	2	534	600	2.00	1	3	1068	1200	1.84	C
006319900	12	493	600	2.00	1	3	986	1200	11.98	C
006320159	6	21270	13671	56.50					155.94	C
006323247	4	1680	210	5.00					8.00	J
006500503	5	1230	3240	32.20					0.00	N
006634271	3	192	245	3.00					3.60	J
006768328	2	1100	1573	14.00	1	3	2200	3146	11.20	J
006865022	7	530	1280	8.00	2	3	530	1280	22.40	J
006880232	5	479	900	13.00	4	12	3832	7200	26.40	J
006880233	5	1220	2250	22.00	6	18	14640	27000	44.20	J
006893540	4	4810.7	1560	5.50	1	3	9621	3120	40.04	W
006893543	2	5071.9	540	2.00	1	3	10143.8	1080	7.64	W
006914515	17	2070	19500	70.00	6	18	24840	234000	8.34	O
007161792	2	439	144	2.00	1	3	878	288	0.00	N
007161809	1	160	24	0.35	1	1	0	0	0.00	N
007176091	12	1670	2420	13.00	5	15	16700	24200	1.09	O
007368791	2	1249.7	1944	15.00	1	2	1249.65	1944	12.00	J
007403989	2	788	1200	6.00	2	6	3152	4800	21.84	W
007539363	1	804	125	2.50					0.02	O
007580976	2	426.86	125	0.75					0.01	O
007598492	23	1140	5152	29.00	3	9	6840	30912	0.00	N
007612152	4	1110	320	1.00	3	9	6660	1920	0.03	O
007614724	1	5658	1001	5.00	1	3	11316	2002	9.10	W
007625899	4	1110	3564	19.80					0.00	N
007629106	3	3030	5152	28.00	2	6	12120	20608	0.59	O
007629768	3	2310	4356	22.00					0.46	O
007629915	5	1030	19500	62.00	2	6	4120	78000	2.17	O
007820844	5	893.21							0.00	N/O
007825305	32	799	448	5.00	3	9	4794	2688	1.12	O
007843456	4	886	15600	77.00	1	3	1772	31200	0.00	N
007946633	3	954	3366	22.00	2	6	3816	13464	0.00	N
007946635	8	526	220	4.00	1	3	1052	440	0.00	N
007995181	5	689	7480	24.00	2	6	2756	29920	0.00	N
008032767	8	1040	216	2.50	3	9	6240	1296	0.14	O
008041968	10	0	799200	3E+03					194.95	O
008045803	35	868	4624	30.00					7.37	O
008067834	1	409	343	3.00					1.20	J
008067836	5	534	968	1.00					2.00	J
008100136	18	852	3136	15.00	4	12	6816	25088	1.92	O
008100140	32	1590	7938	40.00	4	12	12720	63504	9.03	O
008148395	38	5290	14553	53.00	5	15	52900	145530	14.15	O
008148462	14	606	891	3.00	2	6	2424	3564	0.29	O

APPENDIX C
ITEMS REPAIRED BY CV-66 AIMD, MAY-SEPTEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
008241203	1	325	600	1.50						
008298854	2	573	128	0.80						
008320669	4	771	360	2.60	2	6	3084	1440	0.00	N
008320894	4	3030	1680	5.00	3	3	0	0	0.14	O
008321315	2	0	500	4.00	2	6	0	2000		
008327984	2	2280	576	5.00					0.00	N
008391404	9	3920	768	5.00					0.32	O
008490055	2	1230	3240	52.00	2	6	4920	12960	0.00	N
008625542	6	512.28	840	3.00					0.13	O
008666701	2	10810	56784	125.00	1	3	21620	113568	1.75	O
008666815	1	0							0.00	W
008667177	2	1440	8736	31.00	1	3	2880	17472	0.00	N
008683254	2	1720	432	3.00	1	3	3440	864	0.00	N
008688867	2	1715	576	2.00	1	3	3430	1152		
008695352	8	432	600	0.40	2	6	1728	2400	0.02	O
008695353	6	366	600	1.00	1	3	732	1200	0.04	O
008695354	2	800	600	0.40	1	3	1600	1200	0.01	O
008699480	3	1040	216	2.50					0.05	O
008722577	2	1230	216	1.70	1	3	2460	432	0.02	O
008747274	3	1920	792	11.00					13.20	J
008801955	14	1450	8874	99.70	2	6	5800	35496	2540.36	W
008822899	1	1350	360	2.00	4	12	10800	2880	0.01	O
008823097	10	10730	17100	97.00	2	6	42920	68400	0.00	N
008823833	3	1270	840	3.60	3	9	7620	5040	0.08	O
008824554	2	2400	15600	90.00	1	3	4800	31200	0.00	N
008883056	2	0	441	2.40						
008900622	4	1320.9	480	1.00	1	3	2641.76	960	0.04	O
008954446	2	424	2016	7.00					0.10	O
009008081	15	888	2240	13.00	2	6	3552	8960	78.00	J
009008337	5	2080	7293	52.70	2	6	8320	29172	1.84	O
009050861	4	1530	528	3.00	1	3	3060	1056	4.80	J
009060598	13	1590	7938	40.00	6	18	19080	95256	0.00	N
009065367	8	1510	2520	35.60	1	3	3020	5040	1.99	O
009065368	2	1510	3300	40.00	1	3	3020	6600	0.56	O
009084928	15	2190	15680	4.00	15	46	67890	486080	0.44	O
009099044	1	2320	2592	11.25					0.00	N
009106215	1	2009	768	12.00	1	3	4018	1536	5.52	C
009111728	8	4850	14553	81.50					0.00	N
009123285	2	1470	2304	21.10					0.00	N
009123572	6	1240	225	2.80	5	15	12400	2250	0.00	N
009123607	3	1910	2352						0.00	O
009131729	1	561	96	2.00	1	3	1122	192	0.01	O
009180836	2	2170	12096	58.40					0.00	N
009190662	2	1590	7938	40.00					145.60	W
009238463	2	1970	1728	10.00	1	3	3940	3456	0.00	N
009240588	1	588	24	0.50					0.20	J
009276207	1	2411.5	400	4.00					7.28	W

APPENDIX C
ITEMS REPAIRED BY CV-66 AIMD, MAY-SEPTEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
009298968	7	1290	4950	22.50	3	5	2580	9900	63.00	J
009302656	17	1460	770	5.00	2	6	5840	3080	0.60	O
009302657	1	1930	4032	34.00	2	6	7720	16128	0.24	O
009302659	25	5830	9690	55.00					9.63	O
009321463	7	1580	360	4.00					0.20	O
009332825	5	455	540	5.00	6	18	5460	6480	0.00	N
009338790	3	0								W
009364445	4	1390	936	11.00	1	3	2780	1872	17.60	J
009409292	3	1130	441	3.50					0.00	N
009413708	4	2090	1980	8.00	1	3	4180	3960	0.22	O
009419195	1	637	3136	21.00					0.00	N
009419398	1	383.69	24	0.29	1	3	767	48	0.00	O
009447504	1	4290	7936	51.70						
009452471	2	359	810	5.00	21	65	15796	35640	0.07	O
009480466	5	1091	756	5.50	2	6	4363.84	3024	0.19	O
009483749	14	534	360	3.00	5	15	5340	3600	0.29	O
009483837	4	707	216	3.60	1	3	1414	432	5.76	J
009560073	2	1460	16848	53.90					0.75	O
009563322	1	1220	1859	13.00					0.09	O
009699480	2	2150	588	4.60	2	6	8600	2352	0.00	N
009703797	27	1150	1100	7.50	3	9	6900	6600	1.42	O
009706657	9	1420	2592		11	34	32660	59616	0.00	O
009706671	28	2550	2888	15.60	5	15	25500	28880	0.00	N/O
009709110	1	889	810	8.20					0.06	O
009709112	5	1480	300	3.33					0.12	O
009709166	4	241	375	1.00					0.03	O
009712532	2	710	240	2.50	1	3	1420	480	0.04	O
009712698	2	520.54	29250	50.00	2	6	2082	117000	0.70	O
009712714	2	554	22464	54.00	1	3	1108	44928	0.76	O
009712759	1	203	1345	2.00	1	3	406	2690	0.01	O
009713526	2	0	35	0.50						
009720869	5	0	2448	8.00					0.28	O
009728491	2	877	480	6.00					0.08	O
009834383	10	849	4046	15.60	3	9	5094	24276	1.09	O
009867628	10	573	768	5.00					0.35	O
009881765	2	1640	1200	6.00					0.08	O
009892107	1	406	350	3.40					0.02	O
009898978	20	534	968	7.00					56.00	J
009905198	6	1930	4992	34.00					1.43	O
009917444	3	377	1200	12.50	1	3	754	2400	0.26	O
009917445	2	391	600	0.80					0.01	O
009917447	8	1300	3456	1.75					0.10	O
009917449	2	177	1575	0.60					0.01	O
009917456	2	329	600	5.00					0.07	O
009917458	2	461	600	1.00					0.01	O
009917459	1	481	600	2.84	1	3	962	1200	0.02	O
009917461	5	378	600	2.84	1	3	756	1200	0.10	O

APPENDIX C
ITEMS REPAIRED BY CV-66 AIMD, MAY-SEPTEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
009930618	1	788	1200	6.00					0.00	N
009931485	3	804	360	1.80	2	6	3216	1440	0.04	O
009956048	8	907	128	1.00	2	6	3628	512	0.06	O
009994735	6	808	7938	40.00	2	6	3232	31752	1.68	O
010036847	2	3420	600	2.00					1.93	C
010037054	15	672	4046	25.00	1	3	1344	8092	2.63	O
010037090	1	3320	600	2.50					1.15	C
010037279	2	1190	504	3.00	1	3	2380	1008	0.04	O
010037281	2	1840	504	4.00					0.06	O
010037282	1	909	504	4.00					0.03	O
010037963	2	1810	5152	25.00					23.00	C
010037964	1	8190	14553	60.10					0.42	O
010038377	6	3010	840	3.00	3	9	18060	5040	9.38	C
010041603	13	51010	30450	111.00					10.10	O
010041604	4	47620	14553	77.80	3	9	285720	87318	0.00	N
010041616	40	7230	7938	42.70	9	27	130140	142884	11.96	O
010045856	1	1010	768	7.90	3	9	6060	4608	0.00	N
010047530	7	1720	2704	15.00	8	24	27520	43264	48.30	C
010047531	29	7570	5152	30.00	4	12	60560	41216	401.53	C
010047546	1	1100	600	3.00					0.02	O
010047764	18	361	20	0.50	4	8	1444	80	0.06	O
010049360	2	516	441	2.00					1.84	C
010049825	7	3410	840	3.50					11.27	C
010049848	6	2490	840	3.50	2	6	9960	3360	9.66	C
010049870	5	1190	840	3.50					8.05	C
010055317	2	875	600	2.00	1	3	1750	1200	0.03	O
010055495	5	899	2197	8.00	2	6	3596	8788	0.28	O
010061776	3	2190	1400	6.70	1	3	4380	2800	9.25	C
010064141	7	1020	600	2.00					7.53	C
010074163	8	2390	4500	20.00	1	3	4780	9000	1.12	O
010074165	4	1450	11067	27.00	2	6	5800	44268	0.76	O
010083693	2	4640	360	170.00					2.38	O
010083807	8	1210	360	3.00					0.00	N
010089592	3	515.51	320	1.00	1	3	1031.02	640	0.02	O
010089593	11	492	320	1.00	3	9	2952	1920	0.08	O
010089594	6	532	360	2.00	1	3	1064	720	0.08	O
010089602	4	523.69	360	2.00					0.06	O
010089614	2	736	288	0.88	2	6	2945	1152	0.01	O
010091330	2	975	4500	27.00	2	6	3900	18000	0.38	O
010091406	24	2220	2704	20.00	2	6	8880	10816	3.39	O
010091432	2	221	4500	20.90					0.29	O
010091433	6	988	4500	27.00	2	6	3952	18000	1.15	O
010091501	18	1180	5152	24.00	2	6	4720	20608	3.05	O
010091502	7	1700	2016	15.00	1	3	3400	4032	0.74	O
010091513	1	870	360	1.75	2	6	3480	1440	0.01	O
010091515	1	2180	360	2.50	1	3	4360	720	0.02	O
010091518	6	2630	840	3.00	1	3	5260	1680	9.38	C

APPENDIX C
ITEMS REPAIRED BY CV-66 AIMD, MAY-SEPTEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
010091540	12	143	360	2.00	3	9	858	2160	0.17	O
010091541	6	641	360	2.00					0.08	O
010091542	2	367	360	2.00					0.03	O
010091543	4	1930	360	2.00	3	9	11580	2160	0.06	O
010091544	2	128	360	2.00	1	3	256	720	0.03	O
010091545	4	423	360	2.00	1	3	846	720	0.06	O
010091548	8	407	360	2.00	1	3	814	720	0.11	O
010091549	2	682	360	2.00	1	3	1364	720	0.03	O
010091550	2	143	360	2.00					0.03	O
010091552	2	494	360	2.00					0.03	O
010091559	2	234	360	2.00					0.03	O
010092310	9	2600	3456	17.60	2	6	10400	13824	1.11	O
010092534	7	8740	30450	95.00					307.19	C
010093059	2	1120	5152	30.70					0.43	O
010094290	1	5320	4046	31.00					14.26	C
010095419	2	1500	840	4.80					4.42	C
010095420	5	444	1092	5.50	2	6	1776	4368	12.65	C
010096098	76	9960	23220	104.00	4	12	79680	185760	55.33	O
010098744	1	484.54	360	2.00	1	3	969	720	0.02	O
010098849	8	7910	9216	43.80	2	6	31640	36864	161.18	C
010098855	8	3700	17100	127.00	3	9	22200	102600	467.36	C
010100779	2	1600			1	1			0.00	O
010103914	5	1910	768	3.00	3	9	11460	4608	0.11	O
010103972	3	433	288	0.94	1	3	866	576	0.02	O
010106891	3	1370	2016	31.00	1	3	2740	4032	0.65	O
010107093	46	3380	9765	50.00	5	15	33800	97650	16.10	O
010107202	2	2630	840	3.50	1	3	5260	1680	3.22	C
010113447	4	3640	840	4.00					7.36	C
010113694	2	1120	4500	27.30					0.38	O
010113796	1	1270	288	2.50					0.02	O
010113797	22	3280	14553	52.00	6	18	39360	174636	528.26	C
010118448	7	9760	14553	70.00	2	6	39040	58212	225.72	C
010118480	33	9780	6137	36.00					551.03	C
010118579	14	3300	9025	78.00	3	9	19800	54150	7.65	O
010118646	5	1120	1960	19.00	12	37	28000	49000	44.16	C
010120531	29	1610	4046	21.00	3	9	9660	24276	4.26	O
010121857	2	390		2.40					0.00	N
010121938	10	3890	9025	59.00	2	6	15560	36100	0.00	N
010122964	3	5227	384	1.24					0.03	O
010123294	11	0	16660	140.00					10.78	O
010124864	4	1160	2835		1	3	2320	5670	0.00	N
010124915	6	810	480	1.75	1	3	1620	960	0.07	O
010127356	4	7450	11808	95.00					175.54	C
010127472	5	1290	9025	43.00					1.51	O
010130959	1	1780	5152	31.00					14.26	C
010136687	2	2680	840	4.00					3.68	C
010138638	90	4230	13209	86.60	4	12	33840	105672	54.56	O

APPENDIX C
ITEMS REPAIRED BY CV-66 AIMD, MAY-SEPTEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
010141878	23	9240	9216	75.60					12.17	O
010141879	2	501	2704	15.00	1	3	1002	5408	0.21	O
010142330	8	1440	4046	23.00	2	6	5760	16184	1.29	O
010143366	1	631	600	2.00	1	3	1262	1200	0.92	C
010143368	2	857	600	2.84	2	6	3428	2400	0.00	N
010143985	90	2560	6137	37.00					1531.80	C
010144049	15	3540	36504	128.00	4	12	28320	292032	0.00	N
010144050	2	16480	44950		1	3	32960	89900	0.00	O
010144079	2	1210	360	3.00					2.76	C
010144086	1	3640	504	3.40						
010147030	3	3260	18981	100.00	3	9	19560	113886	0.00	N
010152282	1	2040	17100	94.50	1	3	4080	34200	0.00	N
010152293	11	9530	13209	70.00	3	9	57180	79254	354.20	C
010152519	9	2550	600	2.00					8.28	C
010157515	10	3214	900	10.00	2	6	12856.6	3600	46.00	C
010162092	1	438	600	2.00	1	3	876	1200	0.92	C
010162900	2	1060	600	2.00	1	3	2120	1200	1.84	C
010163416	3	4820	2704	15.00	3	9	28920	16224	20.70	C
010163417	4	1810	5152	25.00	1	3	3620	10304	46.00	C
010164134	23	4200	37324	195.00	6	18	50400	447888	0.00	N
010164526	7	4398.7	1690	9.00	1	3	8797	3380	0.44	O
010164743	7	3900	13209	82.50	2	6	15600	52836	265.65	C
010166311	8	9250	500	70.00	3	9	55500	3000	257.60	C
010166433	1	2490	6137	28.00	2	6	9960	24548	13.02	C
010166474	2	942	7378	27.00	1	3	1884	14756	0.00	N
010166535	2	329	600	2.00					1.84	C
010169050	2	603	600	2.00	2	6	2412	2400	1.84	C
010174838	1	1080	9025	56.80	2	6	4320	36100	26.13	C
010175231	7	7420	14553	116.00					373.52	C
010175296	4	1730	672	4.00	1	3	3460	1344	0.12	O
010175299	132	5720	13209	62.50	7	21	80080	184926	57.75	O
010175386	26	11670	14553	76.60	6	18	140040	174636	916.14	C
010175405	2	592	600	2.50	1	3	1184	1200	2.30	C
010175414	6	871	360	3.00	1	3	1742	720	0.13	O
010176113	4	2150	2560	15.50	4	12	17200	20480	28.52	C
010183519	2	2440	600	2.50	1	3	4880	1200	2.30	C
010183552	2	1510	1575	5.00	1	3	3020	3150	4.60	C
010183589	4	1130	1575	5.00	1	3	2260	3150	9.20	C
010183590	1	1360	1575	5.00					2.30	C
010183592	1	1830	1575	5.00	1	3	3660	3150	2.30	C
010183600	2	1490	504	3.00	1	3	2980	1008	2.76	C
010186755	3	4780	2704	17.00	4	12	38240	21632	23.46	C
010187107	6	2630	9216	61.00	5	15	26300	92160	169.19	C
010187764	6	1510	1620	12.00	2	6	6040	6480	33.12	C
010193953	4	993	2744	13.00	2	6	3972	10976	0.37	O
010199160	5	721	600	2.00					4.60	C
010199162	4	826	360	2.00	1	3	1652	720	3.68	C

APPENDIX C
ITEMS REPAIRED BY CV-66 AIMD, MAY-SEPTEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
010199233129		7330	14553	85.70	1	3	14660	29106	77.39	O
010207949	5	8060	9216						0.00	C
010208112	2	790	600	2.50					2.30	C
010218602	4	9550	14553	70.00	2	6	38200	58212	128.98	C
010218736	8	15330	26013	160.00					588.80	C
010221737	8	2820	30600	166.00	2	6	11280	122400	0.00	N
010221862	4	1370	1020	7.00					12.88	C
010228572	17	1210	13209	83.00	2	6	4840	52836	651.41	C
010228657	4	168	360	2.00	1	3	336	720	14.56	W
010230268	27	2030			3	9	12180	0	0.00	C
010233170	4	2216.8	1440	3.00					5.89	C
010233231	15	883	4096	7.00	2	8	5298	24576	0.74	O
010233368	2	329	360	2.00	1	3	658	720	1.84	C
010233507	5	2590	5632	78.60					2.75	O
010233532	8	23910	26013	123.00	2	6	95640	104052	1790.88	W
010233533	16	9030	26013	105.00	2	6	36120	104052	3057.60	W
010233535	9	20620	26013	110.00	2	6	82480	104052	1801.80	W
010233536	5	16180	18981	94.50	2	6	64720	75924	859.95	W
010233619	10	7230	360	112.00	2	6	28920	1440	2038.40	W
010240143	2	3380	7938	30.00	1	3	6760	15876	109.56	W
010240150	3	14970	4500	93.60	1	3	29940	9000	511.06	W
010241597	2	694	360	2.00	1	3	1388	720	1.84	C
010245077	9	2150	14553	38.00	3	9	12900	87318	2.40	O
010253163	8	2360	4500	25.00	2	6	9440	18000	92.00	C
010258697	8	498	9765	2.00	7	21	6972	136710	0.11	O
010262376	2	9760	360	70.00					64.49	C
010262508	3	712.5	360	2.50					3.45	C
010265516	17	3140	360	65.00	4	12	25120	2880	508.30	C
010272506	2	425	360	2.00					1.84	C
010272507	4	425	360	2.00	1	3	850	720	3.68	C
010272663	2	4280	360	2.50	1	3	8560	720	0.04	O
010272667	2	792	360	2.00	1	3	1584	720	0.03	O
010272673	4	963	360	2.00	1	3	1926	720	0.06	O
010272674	2	839	360	2.00	1	3	1678	720	0.03	O
010272683	1	953	360	2.00	1	3	1906	720	0.01	O
010272686	10	3250	7938	42.00	3	9	19500	47628	2.96	O
010272687	2	518	360	2.00	1	3	1036	720	0.03	O
010272688	3	823	360	2.00					0.04	O
010272689	2	366	600	1.50	1	3	732	1200	0.02	O
010274265	2	931	504	3.60	1	3	1862	1008	2.88	J
010274266	1	1360	600	2.00	2	6	5440	2400	0.92	C
010277973	1	4780	14553	85.70					0.60	O
010278226	4	530.75	384	2.00	2	6	2123	1536	3.68	C
010278660	2	1226.8	360	2.00	1	3	2453.5	720	1.84	C
010278676	2	1850	1575	3.00	1	3	3700	3150	2.76	C
010278706156		603	360		16	49	19899	11880	0.00	N
010294713	4	137	576	2.00	4	12	1096	4608	4.31	C

APPENDIX C
ITEMS REPAIRED BY CV-66 AIMD, MAY-SEPTEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
010294982103		44750	275	2.50	8	24	716000	4400	0.00	N
010295420	21	3890	5152	25.00					241.50	C
010295471	16	1530	9025	46.00	2	6	6120	36100	339.30	C
010295573	12	1580	360	4.00	1	3	3160	720	0.34	O
010296023	6	2620	3570	40.70	2	6	10480	14280	97.68	J
010298786	10	2460	15600	89.00	2	6	9840	62400	6.24	O
010313661	15	3400	4046	20.00	2	4	6800	8092	2.10	O
010313664	93	13420	18981	112.00	8	24	214720	303696	72.91	O
010313679	2	1320	1440	1.00	1	3	2640	2880	0.02	O
010313833	23	12740	23220	132.00					21.25	O
010313949	4	1120	45	1.00	2	6	4480	180	0.03	O
010313953	6	725	360	3.00	1	3	1450	720	0.13	O
010313955	2	764	360	3.00	1	3	1528	720	0.04	O
010313961	2	980	360	4.00	1	3	1960	720	0.06	O
010316589	3	1530	330	2.50					0.05	O
010319235	37	2440	9216	60.00	4	12	19520	73728	15.57	O
010330185	5	8410	19964	111.00	11	34	193430	459172	1010.10	W
010349500	46	1560	9025	50.00	3	9	9360	54150	16.10	O
010357254	2	418	360	2.50					0.04	O
010378700	4	2610	864	5.00	5	15	26100	8640	9.20	C
010379421	11	9550	14553	70.00					354.71	C
010391033	1	603	840	3.00	1	3	1206	1680	1.38	C
010393699	31	870	4352	11.00					2.39	O
010398598	4	984	4352	11.00					0.31	O
010401531	1	1130	392	4.00	5	15	11300	3920	0.03	O
010402179	13	3630	4500	23.00	1	3	7260	9000	119.60	J
010402181	3	2820	20480	50.00	6	18	33840	245760	1.05	O
010402195	5	4300	13209	80.00	1	3	8600	26418	160.20	J
010402196	1	5270	18981	98.60					39.44	J
010402198	12	7690	14553	95.00	2	6	30760	58212	457.92	J
010402213	2	504	126	2.00					0.03	O
010405618	2	7382.1		8.00					0.11	O
010410618	16	1730	3360	8.00	2	17	25950	50400	0.90	O
010422280	2	0	1100		1	1				
010436313	4	2040	6137	30.00	1	3	4080	12274	221.31	W
010439832	9	1963	400	4.00	2	6	7852	1600	65.52	W
010440514	2	1060	600	2.00	1	3	2120	1200	1.84	C
010446957	25	8190	14553	60.00	3	9	49140	87318	10.52	O
010449828	11	2430	6137	25.80	3	9	14580	36822	1.99	O
010449832	1	1950	6137	32.00	1	3	3900	12274	0.23	O
010449888	4	3860	486	1.50					0.04	O
010464291	9	2470	36504	128.00	2	6	9880	146016	0.00	N
010468183	2	361.5	64	1.00						
010471174	81	1700	3528	20.00					11.34	O
010471256	2	396	4046	23.00	1	3	792	8092	0.33	O
010471348	20	2270	3136	61.00	15	46	70370	97216	563.96	C
010473892	1	743	600	2.00	1	3	1486	1200	0.92	C

APPENDIX C
ITEMS REPAIRED BY CV-66 AIMD, MAY-SEPTEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
010492459	2	2140	1152	9.00	2	6	8560	4608	8.28	C
010511427	1	891	168	2.50					1.00	J
010512886	10	1270		9.00					0.63	O
010518686	9	1250	3136	11.00	3	9	7500	18816	0.69	O
010520252	4	720	4332	4.75	2	6	2880	17328	0.13	O
010520339	2	4360	30600	175.00	1	3	8720	61200	0.00	N
010520470	71	1660	576	8.00	6	18	19920	6912	3.98	O
010520609	2	922	360	4.00	2	6	3688	1440	0.06	O
010526857	2	1570	840	5.00	1	3	3140	1680	0.00	N
010527006	2	4920	9216	60.10					0.84	O
010527049	10	2190	11880	39.80					183.08	C
010527101	4	669	216	1.00	1	3	1338	432	0.03	O
010538774	2	551	360	2.00	1	3	1102	720	1.84	C
010554234	2	1550	2688	15.00	1	3	3100	5376	12.00	J
010554264	2	1090	1575	6.00	1	3	2180	3150	0.00	N
010564769	2	1189.6	240	2.34	1	1			0.03	O
010564917	2	1090	1575	9.00					0.00	N
010564991	2	4710	23220	140.00	2	6	18840	92880	0.00	N
010567071	2	526	1575	6.00	1	3	1052	3150		
010585696	1	867	2592	20.00	1	3	1734	5184	0.00	N
010592875	2	913	840	5.40					0.00	N
010605049	26	9060	14553	80.00	2	6	36240	58212	3790.33	W
010605076	2	575	56	3.00					2.76	C
010605444	2	8450	2992	8.00	1	3	16900.8	5984	29.12	W
010605485	1	2150	40320		1	3	4300	80640	0.00	O
010605642	43	9420	9216	75.60	4	12	75360	73728	22.76	O
010613729	18	3206.5	9216	67.90	16	49	105816	304128	0.00	N
010620260	8	3920	9765	64.70	1	3	7840	19530	3.62	O
010621019	1	714	7938	63.00	1	3	1428	15876	25.20	J
010623919	3	1710	17100	91.80	1	3	3420	34200	0.00	N
010639553	14	7420	14553	116.00	4	12	59360	116424	747.04	C
010643081	25	1090	360	2.00	2	6	4360	1440	91.00	W
010648946	2	707	360	2.00	1	3	1414	720	0.03	O
010648947	1	755	360	2.00	1	3	1510	720	0.01	O
010652774	1	546	360	2.00	1	3	1092	720	0.01	O
010657083	1	1330	3168	34.90					0.24	O
010663265	43	10230	3696	37.00	8	24	163680	59136	11.14	O
010667376	4	1090	7600	18.00					0.00	N
010670218	2	707	360	2.00	1	3	1414	720	0.03	O
010683265	16	4090	9025	45.00	2	6	16360	36100	332.67	C
010688692	2	707	360	2.00	2	6	2828	1440	0.03	O
010688694	4	675	360	2.00	1	3	1350	720	0.06	O
010688695	4	530	360	2.00	1	3	1060	720	0.06	O
010692629	8	1310	1575	2.00					7.36	C
010695497	11	244	8019	27.00	12	37	6100	200475	2.08	O
010695545	2	578	75	2.50	1	3	1156	150	2.30	C
010698545	2	0	1344	20.00					18.40	C

APPENDIX C
ITEMS REPAIRED BY CV-66 AIMD, MAY-SEPTEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
010713682	4	2740	15600	107.00	2	6	10960	62400	0.00	N
010713700	16	1040	6120	4.00	4	12	8320	48960	0.49	O
010719132	4	505	840	6.00	1	3	1010	1680	0.00	N
010726293	4	415	600	2.00					3.86	C
010726782	2	2550	15600	80.00	1	3	5100	31200	0.00	N
010727705	3	5879	858	5.00	1	3	11758.7	1716	27.30	W
010727893	2	2670		31.00	2	6	10680		0.43	O
010734475	103	10740	29232	290.00	8	24	171840	467712	209.09	O
010737219	17	2670	10200	27.00	3	9	16020	61200	3.21	O
010738238	2	988	12960	63.90					0.89	O
010749772	40	4920	9216	60.00	4	12	39360	73728	16.83	O
010753751	20	5440	13209	90.90	3	9	32640	79254	12.73	O
010753998	16	5860	19964	107.00	2	6	23440	79856	0.00	N
010760687	3	837	9025	41.00	1	3	1674	18050	0.00	N
010760688	27	1880	7938	45.00	2	6	7520	31752	8.54	O
010773514	2	958	1575	9.00	1	3	1916	3150	0.00	N
010776880	21	2310	9025	42.00	2	6	9240	36100	6.22	O
010776881	2	1320	1575	8.00	1	3	2640	3150	0.11	O
010785643	1	958	288	14.00	2	6	3832	1152	0.00	N
010787110	1	0	35000	407.00					740.74	W
010794218	205	51010	30450	111.00	16	49	1683330	1004850	159.29	O
010796685	2	2390	6137	28.00	1	3	4780	12274	22.40	J
010798766	2	741			1	3	1482		0.00	J
010827951	16	1710	4046	18.90	3	9	10260	24276	2.12	O
010831397	1	248.5			1	3	497		0.00	O
010850339	7	2120	4500	27.50	2	6	8480	18000	350.35	W
010850348	8	3190			2	6	12760		0.00	O
010850399	1	1830	1575	2.50					1.15	C
010850450	5	2370	18981	118.00	3	9	14220	113886	0.00	N
010867688	2	521	2704	16.00	1	3	1042	5408	0.22	O
010867689	36	2290	13209	86.60	3	9	13740	79254	21.82	O
010874423	7	2940	2704	25.00	6	18	35280	32448	1.23	O
010876196	4	2920	2704	28.00	6	18	35040	32448	0.78	O
010882352	25	2220	19500	66.00	15	46	68820	604500	11.59	O
010884514	10	2090	6656	84.90	3	9	12540	39936	5.94	O
010884783	23	6531	4608	10.00	3	9	39186	27648	1.61	O
010886457	9	0	600	3.00	1	3	0	1200	52.42	W
010890134	2	28080	14553	86.60					79.67	C
010896812	2	4270	3150	24.20					0.34	O
010905830	69	2860	8736	60.00	4	12	22880	69888	29.03	O
010909855	16	2140	2835	10.00	5	15	21400	28350	1.12	O
010912434	2	771	840	27.00	3	9	4626	5040	0.38	O
010912462	3	1740	1521	6.00	1	3	3480	3042	32.76	W
010912877	32	2470	3136	12.00	4	12	19760	25088	2.69	O
010913061	1	833	840	4.00	5	15	8330	8400	0.03	O
010913062	4	4230	360	3.50	1	3	8460	720	0.10	O
010921909	3	2590	5632	78.60					1.65	O

APPENDIX C
ITEMS REPAIRED BY CV-66 AIMD, MAY-SEPTEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
010934630	4	1400			3	9	8400	0	0.00	O
010936334	22	9360	15600	82.50	4	12	74880	124800	12.71	O
010936530	2	1480	9216	36.00	3	9	8880	55296	0.51	O
010936543	6	12590	33495		4	12	100720	267960	0.00	O
010936630	3	4790	6137	36.00	1	3	9580	12274	0.76	O
010936633	7	16730	14553	81.70	1	3	33460	29106	4.00	O
010936637	9	1960	9025	37.00	4	12	15680	72200	2.33	O
010936758	2	4400	12	48.50	1	3	8800	24	0.68	O
010936809	1	1310	360	2.50	1	3	2620	720	0.02	O
010936811	4	2320	360	2.50	1	3	4640	720	0.07	O
010936816	2	4400	360	2.50	1	3	8800	720	0.04	O
010936850	2	2190	5152	24.00	1	3	4380	10304	0.34	O
010936851	2	1880	5152	24.00	2	6	7520	20608	0.34	O
010939674	2	134170	70400	647.00					9.06	O
010939740	2	36860	70400	559.00					7.83	O
010939965	2	626	360	2.50					0.04	O
010941102	2	10260	6137	32.50	1	3	20520	12274	0.46	O
010946488	2	4400	360	2.50	2	6	17600	1440	0.04	O
010952982	11	13540	14553	85.70	3	9	81240	87318	6.60	O
010955312	23	22700	18981	115.00					18.52	O
010959182	1	4220	7140	50.00	2	6	16880	28560	0.35	O
010961901	14	19340	13209	76.00					7.48	O
010962977	2	1120	5250	18.00	2	6	4480	21000	0.25	O
010963727	32	4100	14553	66.00	4	12	32800	116424	14.83	O
010965245	4	1770	6137	33.00	2	6	7080	24548	0.94	O
010965291	13	2000	15600	90.00	2	6	8000	62400	0.00	N
010971215	2	804	240	2.50	1	3	1608	480	0.04	O
010973153	2	0								
011001678	2	806	360	2.00	1	3	1612	720	0.03	O
011006142	52	7570	9216	60.00					21.88	O
011044410	23	7000	41392	127.00					0.00	N
011049361	2	2348.7	288	1.80	1	3	4697	576		
011049365	1	2276	288	1.80						
011049407	10	4640	53125	170.00					11.90	O
011049408	13	2540	5152	29.00	6	23	43180	87584	2.64	O
011049581	55	0							0.00	O
011050077	18	663.6	1848		3	11	5308.8	14784		
011064865	5	4300	3888	21.00					0.74	O
011064900	31	3500	7935	130.00	14	43	101500	230115	28.21	O
011133259	20	7330	19964	111.00	15	46	227230	618884	1021.20	C
011134469	1	619	1536	14.00	1	3	1238	3072	0.10	O
011142013	12	1040	144	1.00	7	21	14560	2016	0.08	O
011144000	4	678	1575	11.00	1	3	1356	3150	0.00	N
011148652	2	1110	15600	93.00	3	9	6660	93600	0.00	N
011160486	4	1340	672	1.90	1	3	2680	1344	0.05	O
011164635	2	488	840	5.00	3	9	2928	5040	0.07	O
011168508	2	22930	100000	512.70	1	3	45860	200000	1866.23	W

APPENDIX C
ITEMS REPAIRED BY CV-66 AIMD, MAY-SEPTEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
011168509	6	4050	1575	6.50	2	6	16200	6300	0.27	O
011168618	2	10560	52896						0.00	O
011168627	15	1270	19964	132.00	1	3	2540	39928	0.00	N
011170873	21	13420	23220	129.00	2	6	53680	92880	1085.28	J
011183517	1	4510	17100	130.60	1	3	9020	34200	0.00	N
011185113	85	11130	30600	118.00					70.21	O
011188511	30	5260	14553	82.80	6	18	63120	174636	17.39	O
011233125	40	23960	18981	117.00	4	12	191680	151848	32.76	O
011243931	16	5270	18981	98.60	2	6	21080	75924	631.04	J
011247929	3	12020	9025	86.90	2	6	48080	36100	474.47	W
011247954	3	3500	19456	114.90	1	3	7000	38912	627.35	W
011249243	179	20040	17100	97.00	13	40	541080	461700	121.54	O
011274345	31	870	4352	11.00	7	21	12180	60928	2.39	O
011282454	109	6620	59163	286.00	5	15	66200	591630	218.22	O
011289935	3	7540	21296	171.60	6	18	90480	255552	236.81	C
011292027	3	2060	840	2.50	1	3	4120	1680	3.45	C
011293569	34	4390	9765	35.00	4	12	35120	78120	550.53	C
011293885	2	459	360	2.00	1	3	918	720	1.84	C
011293959	40	2900	14553	31.00	3	9	17400	87318	8.68	O
011303062	4	1950	1575	4.90	1	3	3900	3150	0.00	N
011310640	23	7610	17100	130.60	8	24	121760	273600	1381.75	C
011325865	29	7130	14553	80.00	8	24	114080	232848	1068.53	C
011325899	4	984	4352	11.00					0.31	O
011351541	5	2590	5632	76.60					2.68	O
011351545	3	6760	9025	54.00	2	6	27040	36100	1.14	O
011364372	6	1459.8	400	4.00	1	3	2919.5	800	0.00	N
011374682	15	1040	486	3.00	11	34	23920	11178	0.32	O
011377397	7	1860	4500	28.70	1	2	1860	4500	1.41	O
011380852	2	1630	2880	55.00	2	6	6520	11520	44.00	J
011387428	2	6530	9025	51.00	1	3	13060	18050	0.00	N
011388163	1	9520	17100	132.00	1	3	19040	34200	240.24	W
011388164	2	2760	2835	19.00	2	6	11040	11340	0.27	O
011392527	2	2640	2772	16.80					0.24	O
011397385	2	8230	18981	111.00	1	3	16460	37962	404.04	W
011403545	1	2128.5	240	3.00					1.38	C
011412735	8	900	9216	31.00					1.74	O
011413499	2	3440	4752		1	3	6880	9504	0.00	O
011413500	6	4870	4752		1	3	9740	9504	0.00	O
011415724	5	3530	14196		4	4	0	0	0.00	O
011417941	58	12740	18981	130.00	9	27	229320	341658	52.78	O
011419863	1	2570	5152	31.00	1	3	5140	10304	14.26	C
011419864	1	7140	5152	31.00	4	12	57120	41216	14.26	C
011419947	4	6680	14553	85.70	1	3	13360	29106	623.90	W
011444056	3	13210	19754	122.50					2.57	O
011444352	3	1220	600	2.50	1	3	2440	1200	13.65	W
011452720	2	3010	840	3.00					11.28	W
011452757	2	3540	7938	55.00	1	3	7080	15876	200.93	W

APPENDIX C
ITEMS REPAIRED BY CV-66 AIMD, MAY-SEPTEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
011455225	6	1280	768	5.00	2	6	5120	3072	54.60	W
011473037	4	2150	30600	170.00	1	3	4300	61200	0.00	N
011473050	1	2470	2646	13.60	1	3	4940	5292	6.26	C
011481410	1	1199	168	1.00	1	3	2398.6	336		
011506759	2	1070	208	3.70	1	3	2140	416	0.05	O
011507127	10	1940		0.50	2	6	7760	0	2.30	C
011510752	57	24710	26013	81.00					2123.82	C
011510792	10	2850	9765	37.00	3	9	17100	58590	170.20	C
011515714	7	13820	33495	165.00					531.30	C
011529520	50	2560	6137	37.00	22	68	117760	282302	851.00	C
011545817	1	2590	2925	15.80					7.27	C
011553021	16	15540	14553	72.70	5	15	155400	145530	535.07	C
011553064	2	1460	9765	31.00	1	3	2920	19530	24.80	J
011557015	9	12430	18981	105.00					1726.45	W
011561371	14	1580	360	4.00					0.39	O
011561394	4	9870	14553	82.50	3	9	59220	87318	151.80	C
011569306	2	750	110	1.30	1	1	0	0	0.02	O
011574937	77	7130	59163	286.00	5	15	71300	591630	154.15	O
011582647	2	3780	2940	33.00	1	3	7560	5880	120.12	W
011599015	41	1570	5152	30.60	2	6	6280	20608	8.78	O
011599089	3	1130	600	2.00	1	3	2260	1200	0.05	O
011603802	3	23950	59319	377.00	3	9	143700	355914	520.26	C
011603874	1	0	12152	75.00					0.53	O
011629449	1	0	600	7.80	9	27	0	10800	0.05	O
011663268	2	6810	16896	108.60					0.00	N
011663339	4	2570	18981	87.00	2	6	10280	75924	0.00	N
011677484	2	5612	4500	20.00	1	3	11224	9000	0.28	O
011683403	9	12430	20691	136.00					8.57	O
011683404	5	12430	20691	136.00					4.76	O
011691112	15	25040	100000	512.70					53.83	O
011696083	2	1044	432	1.00	1	3	2088.8	864	0.96	J
011723705	8	573	768	5.00					0.28	O
011746668	4	1290	9025	54.00					1.52	O
011746669	21	1290	9025	54.00					7.98	O
011746817	2	1290	9025	54.00	3	20	21930	153425	0.76	O
011746911	2	723	960	4.70	1	3	1446	1920	0.07	O
011746944	2	885	360	1.50	1	3	1770	720	0.02	O
011758700	2	5650	9025	46.00	1	3	11300	18050	36.88	J
011779569	2	1990	8736	48.00	1	3	3980	17472	0.00	N
011794064	6	868	4624	30.00	24	74	43400	231200	83.08	C
011820248	2	36860		274.00	3	9	221160	0	3.84	O
011820380	14	2868	384	1.00	1	9	22947	3072	0.12	O
011849493	22	171280	63536	583.00	3	9	1027680	381216	89.78	O
011933726	2	2310	6137	29.00	1	3	4620	12274	106.65	W
011952437	21	5340	14553		2	6	21360	58212	0.00	W
011952569	22	1000	275	4.00	4	18	14000	3850	0.63	O
011952608	3	0	360	1.50					8.19	W

APPENDIX C
ITEMS REPAIRED BY CV-66 AIMD, MAY-SEPTEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
011952610	1	1380	360	2.00					4.26	W
011952611	2	585	360	2.00	1	3	1170	720	7.28	W
011969813	5	2340	600	3.00	1	3	4680	1200	27.30	W
011969862	29	168736	12121	75.00					15.23	O
011969867	2	10692	5460	20.00	4	12	85536	43680	0.28	O
011969924	26	33490	18981	118.00	2	6	133960	75924	5583.76	W
011970022	1	9300	7938	37.80	1	3	18600	15876	68.80	W
011970166	2	289.6	360	2.00	1	3	579	720	7.28	W
011972954	2	1100	600	2.50	2	6	4400	2400	0.04	O
011977912	3	1860	5152	31.00	1	3	3720	10304	171.44	W
011993952	12	2210	18981	112.00	2	6	8840	75924	0.00	N
011994675	2	13400	600	4.80	1	3	26800	1200	0.00	N
011994941	2	9830	1575	13.00	1	3	19660	3150	0.00	N
012007282	18	10270	3456	19.00	1	3	20540	6912	137.52	J
012011341	8	4660	600	3.00	1	3	9320	1200	43.68	W
012013256	24	2640	2772	16.80	3	9	15840	16632	2.82	O
012019707	1	828	600	2.50	1	3	1656	1200	0.02	O
012022217	7	875	880	4.00	2	6	3500	3520	11.20	J
012027170	6	25040	100000	512.70	3	9	150240	600000	21.53	O
012033465	1	291	360	2.00	3	9	1746	2160	3.64	W
012033480	107	1430	4536	18.50	6	18	17160	54432	910.57	C
012049795	2	1720	9765	55.00	1	3	3440	19530	44.00	J
012053007	16	35320	18981	104.00	2	6	141280	75924	3028.48	W
012061331	9	8740	30450	95.00	6	18	104880	365400	394.96	C
012061839	3	9500	9025	52.70	1	3	19000	18050	287.74	W
012062248	16	8310	7938		2	6	33240	31752	0.00	W
012107782	1	12560	13209	85.70	2	6	50240	52836	34.28	J
012118100	4	4640	53125	170.00	1	5	18560	212500	4.76	O
012119128	28	12430	20691	103.00	3	9	74580	124146	20.19	O
012119129	2	4600	1575	10.90	1	3	9200	3150	0.15	O
012132193	3	13210	19754	122.50					2.57	O
012132194	14	14270	19754	122.50					12.01	O
012132334	14	112036	26013	116.00	1	3	224072	52026	2955.68	W
012132602	2	1490	600	3.00	1	3	2980	1200	10.92	W
012132605	2	1671.5	256	1.00	1	3	3343	512	5.24	W
012132606	2	5634.5	256	1.00	1	3	11269	512	5.24	W
012135778	1	2470	8228		3	9	14820	49368	0.00	C
012153453	4	826	700	6.00	1	3	1652	1400	0.00	N
012204975	1	595			2	6	2380	0	0.00	N
012212827	2	575	360	2.00					7.28	W
012220088	2	4300	3888	21.00	8	24	68800	62208	0.29	O
012223412	78	2420		21.40					0.00	N
012225207	2	1960	504	2.00	1	3	3920	1008	0.00	N
012225210	1	1090	504	2.00	1	3	2180	1008	0.00	N
012225212	1	5710	504	2.00	1	3	11420	1008	0.00	N
012227790	4	1090	504	2.00	1	3	2180	1008	0.00	N
012230011	13	44760	26013	139.60	1	3	89520	52026	0.00	N

APPENDIX C
ITEMS REPAIRED BY CV-66 AIMD, MAY-SEPTEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	AVDLR CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
012231635	2	8200	4608	21.00	1	3	16400	9216	77.90	W
012236030	8	0							0.00	O
012255561	8	12430	18981	105.90	1	3	24860	37962	1541.90	W
012259780	7	460.83	840	11.60	4	12	3686.64	6720	0.57	O
012268569	2	614	864		2	6	2456	3456	0.00	O
012270723	1	0								
012290945	2	4300	3888	21.00					0.29	O
012330062	2	23040	112530	494.00					6.92	O
012341558	1	2070	19500	70.00					0.49	O
012343373	2	8500	12	63.00	1	3	17000	24	57.96	C
012343562	4	6990	8	33.00					61.27	C
012358959	1	0	14553	113.40					0.79	O
012377850	7	1340		17.80	2	6	5360	0	0.87	O
012405415	2	6810	17100	108.60	2	6	27240	68400	0.00	N
012423788	4	3870	14553	83.00	1	3	7740	29106	606.42	W
012423803	5	3870	9025	34.00	2	6	15480	36100	309.40	W
012426449	15	10440			1	3	20880	0	0.00	W
012426450	8	3870	14553	62.00	4	12	30960	116424	902.72	W
012429740	1	723	840	2.50	1	3	1446	1680	1.15	C
012502886	1	2770	840	2.50	1	3	5540	1680	0.02	O
012509284	30	2770	14553	31.00	2	6	11080	58212	6.51	O
012519095	18	13700	14553	51.50	4	12	109600	116424	6.49	O
012525479	47	17680	12054		2	6	70720	48216	0.00	O
012539197	13	0	11109	52.90	5	15	0	111090		
012539432	5	1030	1100		6	7	1030	1100	0.00	O
012540673	1	17840	15600	31.00	1	3	35680	31200	0.00	N
012567411	2	4470	7938		2	6	17880	31752	0.00	N
012582518	7	0	20160	125.00					6.13	O
012590939	4	1280	360	1.50	7	21	17920	5040	0.04	O
012714573	50	13820	33495	165.00	6	18	165840	401940	3795.00	C
012755698	4	0	33495	103.00	2	6	0	133980	189.52	C
012762087	3	0							0.00	N
012789140	3	6840	10400	16.80	1	3	13680	20800	91.73	W
012801609	17	12440	6137	23.70	1	3	24880	12274	733.28	W
013028637	18	0	14553	91.00	5	15	0	145530	11.47	O
013091415	2	0	384	5.00					4.00	J

TOTAL AVCAL COST CHANGE: \$ 2.0E+07 3.8E+07 CU IN

TOTAL AVCAL CUBE CHANGE: 21892.7 CU FT

SHIPPING: \$ 111,787

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
0000000118	2	3820	9025	52.20	1	3	7640	18050	48.02	C
000016629	18	18640	18981	113.00	2	6	74560	75924	3701.88	W
000031558	18	663	840	5.50	2	24	14586	18480	0.69	O
000033957	3	1700	4046	0.00	3	9	10200	24276	0.00	O
000036368	29	2740	1573	7.00	3	12	24660	14157	1.42	O
000039145	5	5300	2016	3.50	2	6	21200	8064		
000041236	5	561	200	10.00	2	6	2244	800	0.35	O
000041240	1	374	144	1.82	1	3	748	288	0.00	N
000041259	49	771	600	2.60	5	15	7710	6000	0.00	N
000042834	2	0	360	2.00	2	6	0	1440	0.03	O
000043034	5	0		11.40	1	3	0	0	0.40	O
000044867	2	0		1.75						
000044964	10	746	360	2.50	1	3	1492	720	0.18	O
000044967	2	1950	360	2.50	2	6	7800	1440	0.04	O
000049588	2	1710	17100	91.80						
000049639	2	471	144	1.82					0.00	N
000049666	2	471	360	2.34	1	3	942	720	0.00	N
000049697	2	1672	360	2.50	1	3	3344	720	0.04	O
000049949	4	2090	15600	63.70	1	3	4180	31200	0.00	N
000062090	2	1365	360	2.50					0.04	O
000064362	2	638	360	3.40	1	3	1276	720	0.05	O
000064529	3	1740	360	3.00	2	6	6960	1440	0.06	O
000064664	4	1740	360	2.50	1	3	3480	720	0.07	O
000066481	10	2180	180	2.00	1	3	4360	360	0.14	O
000067956	2	1740	25900	125.00	2	6	6960	103600	1.75	O
000071412	6	1420	288	3.25					0.14	O
000072774	1	1451	196	1.50					0.01	O
000075760	2	2100	648	7.00	1	1	0	0	0.10	O
000085602	13	455	4046	24.30					0.00	N
000090426	4	4190	315	7.00					0.20	O
000095641	8	817	360	3.00	4	12	6536	2880	0.00	N
000146222	11	672	720	12.00	1	3	1344	1440	0.92	O
000157676	3	2930	896	10.00	1	3	5860	1792		
000181401	4	1860	512	5.00	2	6	7440	2048	0.14	O
000259415	1	545	504	4.60					0.03	O
000298941	15	2081	490	5.00	3	9	12486	2940	0.53	O
000299113	14	2060	504	3.00	2	6	8240	2016	76.44	W
000299303	6	1570	2704	15.00	2	6	6280	10816	163.80	W
000321912	1	588	504	4.40	1	3	1176	1008	0.03	O
000322298	1	796	360	2.50	1	3	1592	720	0.02	O
000333037	2	0	2940	21.00	1	3	0	5880	0.00	N
000337139	2	962	360	3.00	1	3	1924	720	0.04	O
000408862	2	783	4046	5.00	1	3	1566	8092	0.07	O
000408864	1	1260	840	5.00	1	3	2520	1680	0.04	O
000408906	4	455	360	4.00	1	3	910	720	0.11	O
000417315	4	1010	360	2.50	1	3	2020	720	0.07	O
000417465	2	887	840	6.00	1	3	1774	1680	0.08	O

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
000417573	2	864	360	2.50	1	3	1728	720	0.04	O
000417644	6	522	360	8.00	1	3	1044	720	0.34	O
000418076	2	2892.7	280	2.00						
000427163	2	1380	960	7.00					0.10	O
000431167	11	2110	2016	12.80	2	3	2110	2016	0.99	O
000508618	5	393	343	2.40	1	3	786	686	4.80	J
000513187	2	900	10368	31.00					0.43	O
000544717	2	2210	324	4.00	1	3	4420	648	0.06	O
000546308	4	627	288	4.00					0.11	O
000559517	1	900	2704	5.00	2	6	3600	10816	0.00	N
000563092	2	436	640	3.60					0.05	O
000566753	10	0								O
000592726	3	964	3136	20.00	2	6	3856	12544	0.00	N
000613386	4	0								O
000627783	4	592	3952	24.20					0.68	O
000639498	5	0								
000649386	3	509	19656	119.00					649.74	W
000649389	2	645	59644	119.00	1	3	1290	119288	433.16	W
000653224	2	439	280	3.50					2.80	J
000679066	8	1810	9025	41.00	1	3	3620	18050	601.33	W
000681555	4	11460	5250	21.00					0.00	J/N
000706609	4	863	512	17.00	1	3	1726	1024	27.20	J
000755861	3	858	240	3.00	2	6	3432	960	0.00	N
000763050	42	271	216	1.00	17	52	9485	7560	0.29	O
000771839	2	1580	360	4.00						
000780059	4	958	540	3.80	1	3	1916	1080	6.08	J
000790940	1	0	284130	604.00					4.23	O
000794999	1	1130	2016	8.00					0.00	N
000823353	1	976	224	2.34					0.94	J
000833998	2	460	72	0.41	1	3	920	144	0.01	O
000836213	46	1277.1	1183	16.00	13	40	34480.4	31941	5.15	O
000836214	2	616	320	2.00	1	3	1232	640	0.03	O
000836845	2	902.9	1683	4.00					0.06	O
000843734	9	1100	128	3.00					0.19	O
000843737	7	1040	144	3.00					0.15	O
000857707	39	965	576	9.75	4	25	20265	12096	2.66	O
000863840	13	2010	2448	8.00	22	68	92460	112608	0.73	O
000876089	21	5830	9690	55.00	4	12	46640	77520	8.09	O
000894403	35	0							0.00	O
000897903	1	271	216	1.50						
000897912	40	1470	4500	21.10					0.00	O/N
000898034	19	439	2016	8.50	5	15	4390	20160	0.00	O/N
000903248	2	1266.7	264	1.50	1	3	2533.46	528	0.02	O
000903249	1	811.97	360	2.50					0.02	O
000903254	4	990	330	2.50					0.07	O
000925589	3	920	300	5.00	1	3	1840	600	0.11	O
000943020	2	409	360	1.50						

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
000956109	4	876.78	264	1.50	1	3	1753.56	528	0.04	O
000978709	1	403	280	1.00					0.01	O
000978710	1	289	280	1.00					0.01	O
000979165	2	2440	1575	5.50	2	6	9760	6300	0.08	O
000979695	3	4780	14553	85.70					1.80	O
001007741	1	1820	1575	5.00	2	6	7280	6300	0.04	O
001007911	20	22100	18392	129.00	4	12	176800	147136	1032.00	J
001007914	21	3790	7616	76.00	2	6	15160	30464	640.92	J
001007931	2	2100	9072	40.00	1	3	4200	18144	32.00	J
001010342	11	11420	14553	88.00	3	9	68520	87318	6.80	O
001013991	4	1510	504	3.50	1	3	3020	1008	0.10	O
001016381	9	2290	2016	10.00	3	9	13740	12096	36.00	C/J
001016830	21	1180	2100	14.00	3	9	7080	12600	2.00	O
001022425	1	1960	9765	38.00	2	6	7840	39060	0.27	N
001028684	2	1210	315	15.00	1	3	2420	630	12.00	J
001051083	7	911	1560	17.00	2	3	911	1560	0.84	O
001062348	2	856	600	3.00	1	3	1712	1200	0.04	O
001062435	1	527	600	3.00					0.02	O
001069615	3	1480	600	6.50					8.97	C
001097199	3	2810	7056	90.00	20	62	118020	296352	124.00	C
001097328	1	1150	5120	25.00	20	62	48300	215040	11.50	C
001099394	14	14660	18910	124.00	3	9	87960	113460	3159.52	W
001100938	99	1880	7600	26.00	10	31	39480	159600	18.00	O
001101019	11	1630	4046	25.80	2	6	6520	16184	1.99	O
001103452	11	21040	33670	406.00					2054.00	C
001103625	4	2540	5152	25.00					0.70	O
001104882	16	322	2592	4.00	1	3	644	5184	0.46	O
001104883	8	1720	2592	11.00					0.62	O
001104912	15	1710	768	8.00					0.84	O
001105671	2	3550	13209	85.70	1	3	7100	26418	1.00	O
001105702	1	2090	1575	5.00					0.04	O
001106130	12	740	14553	66.90	2	6	2960	58212	1461.00	W
001106262	17	2920	2704	28.00					3.33	O
001108125	12	2940	2704	25.00					2.10	O
001108144	13	27310	18981	115.00	2	6	109240	75924	10.47	O
001108145	16	2630	3456	25.00	2	6	10520	13824	2.80	O
001108148	4	3550	6699	10.00	2	6	14200	26796	0.28	O
001108174	18	6430	2704	16.00					2.00	O
001108224	2	360	144	1.82	1	3	720	288	0.00	N
001108443	5	3750	8736	59.00					2.00	O
001108526	11	1010	840	2.50	2	6	4040	3360	0.19	O
001108532	3	2400	84	0.75					0.02	O
001150518	1	478	360	4.00	1	3	956	720	0.00	N
001150692	14	2120	30600	170.00	2	6	8480	122400	0.00	N
001151031	4	544	288	1.00	1	3	1088	576	0.03	O
001151032	10	475	288	1.00	2	6	1900	1152	0.07	O
001151245	21	911	200	1.00					0.18	O

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
001151667	6	1720	9765	80.00					192.48	J
001152412	4	1760	2210	8.60	2	6	7040	8840	0.24	O
001159135	1	1080	900	5.00					0.04	O
001164324	2	672	360	3.00	1	3	1344	720	0.04	O
001164382	4	751	360	3.00					0.08	O
001166139	11	9150	30800	150.00	2	6	36600	123200	660.00	J
001174115	1	934	5250	18.00	1	3	1868	10500	0.13	O
001174118	4	1110	2016	26.00					0.73	O
001194528	4	540	54	0.50					0.80	J
001216932	55	17540	60480	301.00	7	21	245560	846720	115.89	O
001216946	106	3920	9216	94.50	4	12	31360	73728	70.12	O
001217299	61	3480	13209	86.60	5	15	34800	132090	36.98	O
001217319	18	4330	13209	97.00	2	6	17320	52836	12.23	O
001217359	32	3920	13209	95.00	5	15	39200	132090	21.37	O
001217637	2	954	360	2.50					0.04	O
001217690	12	916	360	2.50	1	3	1832	720	0.21	O
001217742	8	633	600	3.00	1	3	1266	1200	0.18	O
001217746	2	1320	360	2.00	1	3	2640	720	0.03	O
001217758	4	878	600	2.00	1	3	1756	1200	0.06	O
001217786	6	596	840	2.00	2	6	2384	3360	0.08	O
001217789	2	513	260	7.00					0.10	O
001217848	4	734	600	2.00	1	3	1468	1200	0.06	O
001217954	2	0	360	3.00	1	3	0	720	0.04	O
001218008	4	776	840	2.00	1	3	1552	1680	0.06	O
001220346	4	669	360	3.00	2	6	2676	1440	0.08	O
001220349	1	698	360	2.50	1	3	1396	720	0.02	O
001220350	4	848	360	3.60					0.10	O
001220358	6	1090	10948	52.00	2	6	4360	43792	2.19	O
001222820	6	917	750	4.00	1	3	1834	1500	0.17	O
001223309	1	829	504	4.00	1	3	1658	1008	0.03	O
001223756	6	1380	360	4.00	1	3	2760	720	0.18	O
001223769	4	815	2744	16.50	1	3	1630	5488	0.46	O
001223795	3	1040	4500	26.50	1	3	2080	9000	0.56	O
001226450	14	1330	5544	34.90					3.42	O
001228112	142	8740	14553	105.00	5	15	87400	145530	104.37	O
001228700	13	2010	7938	60.00	2	6	8040	31752	5.47	O
001236750	18	1730	1377	4.00					0.50	O
001236781	123	3680	13209	102.00	4	12	29440	105672	87.82	O
001236782	3	864	360	4.00	1	3	1728	720	0.09	O
001236951	2	1060	360	7.00					0.10	O
001237474	4	1360	300	2.50	1	3	2720	600	0.07	O
001239353	6	1160	360	2.50	1	3	2320	720	0.11	O
001239369	2	6620	59163	286.00					4.00	O
001239376	58	3530	13209	76.60	3	9	21180	79254	31.10	O
001239551	2	780	360	2.50	1	3	1560	720	0.04	O
001239561	1	850	360	2.50	1	3	1700	720	0.02	O
001240481	8	1430	1575	8.00	2	6	5720	6300	0.45	O

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
001240690	6	1850	1575	10.00	2	6	7400	6300	0.42	O
001241064	2	2790	5152	29.50					0.41	O
001241347	3	4640	53125	170.00					3.57	O
001249383	5	51460	18981	108.50					249.55	C
001249917	6	2140	4116	67.50	13	40	57780	111132	737.10	W
001265072	5	1480	1456	7.00	2	6	5920	5824	63.70	W
001270189	8	1250	5054	653.00	12	37	31250	126350	2403.04	C
001275581	1	545	576	1.00	1	3	1090	1152	0.40	J
001283307	2	2110	360	2.50	2	6	8440	1440	0.04	O
001288178	9	6080	9025	39.00	4	12	48640	72200	161.87	C
001288181	1	452	600	2.00					0.92	C
001322918	2	1400	600	2.00					0.03	O
001322919	1	763	600	2.00	1	3	1526	1200	0.01	O
001323129	13	739	360	3.00	1	3	1478	720	0.27	O
001350132	6	1090	640	2.50	2	6	4360	2560	6.00	J
001375890	13	1750	2535	9.00	3	19	28000	40560	0.84	O
001376488	4	2563.7	572	3.00	4	12	20509	4576	0.09	O
001376492	4	4357.5	572	3.00	2	6	17430.1	2288	0.09	O
001376532	39	1030	320	3.60	8	13	5150	1600	0.98	O
001387747	4	771	882	9.60	3	9	4626	5292	0.27	O
001387767	15	2120	4500	20.00	3	9	12720	27000	2.10	O
001389511	33	2470	1080	9.00	3	26	56810	24840	2.17	O
001389683	4	9030	26013	116.00	1	3	18060	52026	0.00	N
001396032	2	1030	600	3.00	1	3	2060	1200	0.04	O
001396178	15	2950	10000	250.00	3	3	0	0	26.25	O
001400701	4	1320	840	3.70	1	3	2640	1680	0.10	O
001401729	13	21040	17100	100.00					598.00	C
001401775	144	1940	3276	18.00	9	27	34920	58968	18.14	O
001401785	7	358	756	4.00	1	3	716	1512	0.20	O
001401823	3	699	450	3.50	1	3	1398	900	0.07	O
001407843	4	350	360	3.00					0.00	O/N
001407845	27	1130	392	4.10					0.00	O/N
001407847	4	221	360	3.00	1	3	442	720	0.00	N
001410260	1	396	4046	23.30					0.16	O
001410284	3	1679.9	360	0.75	1	3	3359.88	720	0.02	O
001410285	6	1482	360	0.75	2	6	5928	1440	0.03	O
001411356	19	268	96	0.75	5	15	2680	960	0.10	O
001425512	107	6410	14553	88.00	5	15	64100	145530	66.14	O
001438941	38	2790	7938	31.60	3	9	16740	47628	8.41	O
001446351	2	1240	504	3.00	1	3	2480	1008	0.04	O
001453218	6	291	360	3.00					0.00	O/N
001462276	51	538	700	6.60	4	12	4304	5600	2.36	O
001466924	2	661	360	3.00	1	3	1322	720	0.04	O
001466930	1	1110	360	2.00					0.01	O
001466934	4	866	360	3.00	1	3	1732	720	0.08	O
001469414	2	1180	600	3.50					0.05	O
001469418	2	696	360	3.40					0.05	O

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
001469419	2	572	360	2.50					0.04	O
001473014	2	669	42	3.00					0.04	O
001473139	12	1680	3648	10.00	2	10	13440	29184	0.84	O
001473199	7	1950	5292	21.00	6	18	23400	63504	1.03	O
001475991	2	546	360	4.00	1	3	1092	720	0.06	O
001476002	2	1320	600	3.50	1	3	2640	1200	0.05	O
001479030	3	1010		0.02	1	3	2020	0	0.00	O
001479061	3	609	600	6.60	1	3	1218	1200	0.14	O
001479062	3	1380	360	3.00	1	3	2760	720	0.06	O
001479063	4	554	360	3.50	2	6	2216	1440	0.10	O
001481152	4	3970	2000	18.00	1	1	0	0	0.50	O
001481157	1	3850	2800	28.00	1	3	7700	5600	0.20	O
001485987	5	771	882	9.60					0.34	O
001485988	2	2120	4500	20.00					0.28	O
001485989	2	1250	315	3.00					0.04	O
001486938	4	28080	14553	86.60					159.34	C
001486988	61	7670	14553	51.50	4	12	61360	116424	21.99	O
001487279	22	0	2016	3.00	4	12	0	16128	0.46	O
001487296	15	1190	600	5.40	3	20	20230	10200	0.57	O
001487808	2	683	360	3.00	1	3	1366	720	0.04	O
001487819	5	513	360	4.00	1	3	1026	720	0.14	O
001487832	1	548	360	3.60	1	3	1096	720	0.03	O
001487833	2	535	840	11.00	2	6	2140	3360	0.15	O
001487838	3	3010	840	7.00	2	6	12040	3360	0.15	O
001487854	60	3520	14553	105.00	2	6	14080	58212	44.10	O
001488040	6	1160	500	4.50	7	21	16240	7000	0.19	O
001488041	5	856	500	4.50	5	15	8560	5000	0.16	O
001488246	5	21270	14553	51.80					119.00	C
001488420	5	1120	504	3.60	1	3	2240	1008	0.13	O
001488427	1	583	360	2.00					0.01	O
001488428	4	1050	3375	19.00	1	3	2100	6750	0.53	O
001488432	2	477	600	3.60	2	6	1908	2400	0.05	O
001488433	3	503	360	3.00	1	3	1006	720	0.06	O
001488438	2	992	360	3.00	1	3	1984	720	0.04	O
001488439	3	802	360	3.00	1	3	1604	720	0.06	O
001488473	8	2900	14553	105.00					5.88	O
001488492	2	78.01	9	0.80						
001488543	4	1738.2	1690	9.00					0.25	O
001488544	6	883	4096	7.00					0.29	O
001488763	2	561.57	64	0.44					0.01	O
001490702	13	3090	2016	31.00	9	27	55620	36288	2.82	O
001490705	2	975	600	4.40	2	6	3900	2400	0.06	O
001490707	12	1380	14553	63.70	5	15	13800	145530	5.35	O
001491319	149	11460	9025	59.00	9	27	206280	162450	0.00	O/N
001498342	4	545	360	3.00	1	3	1090	720	0.08	O
001498353	2	474	124	2.00	1	3	948	248	0.03	O
001498426	24	1570	216	2.00	2	27	39250	5400	0.34	O

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
001506526	9	271	216	1.50					0.00	N
001506986	4	1080	196	3.00	1	3	2160	392	21.84	W
001524223	1	1080	840	3.70	3	9	6480	5040	0.03	O
001524279	4	539	600	5.00	1	3	1078	1200	0.14	O
001530928	2	956		6.00					0.08	O
001530936	2	476	792	3.50	1	3	952	1584	0.05	O
001538316	4	402	297	1.00	1	3	804	594	0.03	O
001538361	1	1800	990	7.00	2	6	7200	3960	0.05	O
001554604	6	994	360	3.60	1	3	1988	720	0.15	O
001554605	4	1460	360	2.50	1	3	2920	720	0.07	O
001554606	6	1660	192	2.00	1	3	3320	384	0.08	O
001554607	2	767	360	3.00	1	3	1534	720	0.04	O
001554608	2	545	360	2.50	1	3	1090	720	0.04	O
001554615	4	1370	324	2.50	1	3	2740	648	0.07	O
001554617	4	560	600	2.00	1	3	1120	1200	0.06	O
001554618	2	632	600	2.00	1	3	1264	1200	0.03	O
001554624	1	625	360	3.00	1	3	1250	720	0.02	O
001554637	1	883		0.02	1	3	1766	0	0.00	O
001574352	30	1240	9600	70.50	8	24	19840	153600	3849.30	W
001590805	2	664	1053	6.00					0.08	O
001591050	2	1270	98	1.25					0.02	O
001601355	7	1220	324	4.00	1	2	1220	324	0.20	O
001601372	12	1030	4046	20.00	2	6	4120	16184	1.71	O
001602199	7	2470	1430	15.00	1	3	4940	2860	0.74	O
001602214	1	662.5	360	0.98	1	3	1325	720	0.01	O
001609760	2	1160	360	2.00					0.03	O
001609787	4	518	360	3.00	1	3	1036	720	0.08	O
001609791	7	513	360	1.75	1	3	1026	720	0.09	O
001618542	2	1520	360	3.00	1	3	3040	720	0.04	O
001618570	52	3930	720	9.00	5	34	113970	20880	3.28	O
001618782	48	2230	19964	125.00	12	37	55750	499100	42.00	O
001631691	2	458	504	3.00	1	3	916	1008	0.05	O
001631694	2	582	968	7.00	1	3	1164	1936	0.10	O
001634588	2	374	504	3.00	1	3	748	1008		
001635337	2	604	504	3.00	1	3	1208	1008	0.04	O
001635340	2	604	504	3.00	1	3	1208	1008	0.04	O
001635352	3	874	360	3.00	1	3	1748	720	0.06	O
001635992	1	920	1350	10.00					0.07	O
001636256	4	1100	600	2.50					0.07	O
001636257	12	1080	600	2.50	1	3	2160	1200	0.21	O
001644226	8	1170	770	1.75	3	17	16380	10780	0.10	O
001645857	119	2130	3564	60.00	24	74	106500	178200	49.98	O
001646843	2	2150	15600	110.00	1	3	4300	31200	0.00	N
001652966	2	7730	9025	56.00	2	6	30920	36100	45.04	J
001655720	20	889	810	8.00	3	9	5334	4860	1.15	W/O
001655777	20	1130	832	5.50	6	8	2260	1664	44.00	J
001655838	28	1730	21840	76.00	25	77	89960	1135680	14.95	O

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
001660609	4	1230	600	4.00					0.11	O
001660702	4	5470	9025	45.00	1	3	10940	18050	1.27	O
001674380	5	1000	275	4.00					0.14	O
001677585	8	3085	972	1.00	3	9	18510	5832	0.06	O
001678388	3	868	4624	30.00					0.63	O
001683590	8	5330	13209	65.70	4	12	42640	105672	210.24	C/J
001683630	49	3920	768	5.00	1	3	7840	1536	1.72	O
001683631	26	1640	1200	6.00	4	12	13120	9600	1.00	O
001683802	23	1150	280	5.50	7	21	16100	3920	230.00	W
001686105	22	3170	2000	22.00	9	27	57060	36000	3.00	O
001687421	8	0	4704	21.00	2	6	0	18816	0.00	N
001687423	1	0	4704	33.70	1	3	0	9408	0.00	N
001688337	4	5080	13209	82.50	2	6	20320	52836	600.60	W
001688769115	115	3960	7938	63.00	10	31	83160	166698	50.72	O
001688770	5	974	3696	10.75	4	12	7792	29568	0.38	O
001688856	6	1250	315	3.00					0.13	O
001690849	1	482		1.60					0.01	O
001691594	3	2650	19500	70.00					382.75	W
001691595	1	2650	19500	69.00					126.31	W
001723986	3	471	600	5.00	1	3	942	1200	0.00	N
001726959	21	1060	150	3.00	3	8	5300	750	0.44	O
001729240	10	477	840	5.60	2	8	2862	5040	0.39	O
001732736	2	638	600	2.00	1	3	1276	1200	0.03	O
001732748	2	604	360	2.00	1	3	1208	720	0.03	O
001764475	7	715.6	200	5.00	1	3	1431	400	14.00	J
001773418	1	1290	1008	13.00					0.09	O
001773543	6	7000	41392	127.00					0.00	N
001776370	1	771	360	1.00	1	3	1542	720	0.01	O
001780283	2	540	8750	15.00	1	3	1080	17500	0.00	N
001792655	3	1730	19500	70.10					1.00	O
001795086	9	2010	2448	8.00					0.50	O
001808059	1	1610	1950	21.00					0.15	O
001808250	2	726	448	4.00	3	9	4356	2688	0.06	O/J
001822002	56	1920	3136	13.50	3	9	11520	18816	5.00	O
001862953	1	1090	5460	2.00					3.64	W
001863013	2	1100	4046	24.00	2	6	4400	16184	0.00	N
001977562	2	0	630	1.50						
002099562	3	3100	600	3.70	1	3	6200	1200	5.00	C
002099621	1	1190	840	4.50	2	6	4760	3360	0.00	N/C
002133914	2	7226	504	1.00					1.00	C
002298915	8	1710	2704	15.00	1	3	3420	5408	218.00	W
002304004	2	2097	378	1.00					1.00	C
002314920	2	561	96	2.00	1	3	1122	192	0.03	O
002315292	4	234	504	3.00	2	6	936	2016	0.08	O
002327679	6	1060	360	2.00	1	3	2120	720	0.10	O
002327680	2	1060	840	4.00	1	3	2120	1680	0.06	O
002327683	8	1060	840	4.00	2	6	4240	3360	0.22	O

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
002327748	4	1950	6137	32.30					0.90	O
002327805	5	1070	600	2.00	1	3	2140	1200	18.20	W
002327845	2	1110	1575	8.00	1	3	2220	3150	0.11	O
002327856	2	896	600	2.00	1	3	1792	1200	7.28	W
002327865	2	2940	840	4.00					0.06	O
002327913	1	2305.8	450	1.70					3.09	W
002327914	3	4585	450	1.70					9.28	W
002386649	4	0	462	5.00						
002395200	49	4300	9216	50.00	5	15	43000	92160	17.15	O
002396592	22	512	168	1.00	2	6	2048	672	8.80	J
002398910	4	2042	600	2.00	2	6	8168.92	2400		
002399045	2	2815	600	2.00	2	6	11261.8	2400	1.84	C
002399305	4	1270	504	3.00	3	9	7620	3024	0.08	O
002399339	7	428	504	3.00	7	21	5992	7056	0.15	O
002399362	6	443	504	3.00	1	3	886	1008	0.13	O
002399912	1	922.93	360	2.00					0.92	C
002442816	3	1610	19500	70.10					0.00	N
002443315	2	999	9025	44.00	1	3	1998	18050	0.00	N
002453022	1	6000	30210	64.30					0.45	O
002489837	2	8610	2704	14.00	1	3	17220	5408	12.88	C
002490196	1	3640	600	2.00					0.92	C
002500528	2	1320	504	3.00	2	6	5280	2016	0.04	O
002525504	2	1370	350	5.00	2	9	9590	2450	0.07	O
002527305	2	518.75	600	2.00					1.84	C
002527343	9	51460	84670	444.00					1838.16	C
002527914	10	3970	9025	60.70	13	40	107190	243675	279.22	C
002528027	34	3090	14553	79.50	2	6	12360	58212	0.00	N
002528030	4	526	4046	25.00	1	3	1052	8092	0.00	N
002528031	4	1550	9675	67.50					0.00	N
002531822	1	2440	1728	12.00	1	2	2440	1728	0.08	O
002533478	18	642	441	1.00	7	21	8988	6174	0.17	O
002548484	3	291.7	144	0.20	2	6	1166.8	576		
002553937	2	7848	600	0.70					0.64	C
002554092	9	942	6137	31.00	1	3	1884	12274	0.00	N
002554094	9	664	18981	119.00	2	6	2656	75924	0.00	N
002609521	1	764	1440	10.00	1	3	1528	2880	0.07	O
002700011	2	769	216	1.50	1	3	1538	432	0.02	O
002700094	8	2570	18981	91.10					0.00	N
002765479	4	2660	9025	50.00	1	3	5320	18050	92.00	C
002777584	5	0	113223	115.00	1	3	0	226446	264.50	C
002794052	7	1104	105	1.00	2	6	4416	420	0.06	O
002802993	4	2100	600	1.50	8	24	33600	9600	2.76	C
002802997	2	438	600	2.00	1	3	876	1200	1.84	C
002815260	4	721	600	3.00	1	3	1442	1200	5.52	C
002815352	2	0	840	4.00					3.68	C
002815392	2	1510	600	1.82	1	3	3020	1200	1.67	C
002834255	11	1415	105	2.00	1	3	2830	210	0.15	O

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
002837285	1	1730	3360	8.00					0.06	O
002837315	2	960	288	2.00	1	3	1920	576	0.03	O
002857552	7	2070	420	4.00	1	3	4140	840	0.20	O
002858355	1	1150	600	2.00	2	6	4600	2400	0.92	C
002875708	3	438	360	2.00	1	3	876	720	2.76	C
002875726	1	0	4500	19.00	1	3	0	9000	8.74	C
002875750	8	779	14553	66.00	2	6	3116	58212	243.62	C
002875752	4	316	360	2.00					3.68	C
002880805	3	2450	490	4.00	1	2	2450	490	0.08	O
002881269	4	2520	9025	40.00	2	6	10080	36100	0.00	N
002881797	4	2560	6137	37.00					68.08	C
002881798	11	2850	9765	37.00					187.22	C
002881886	2	2110	6137	31.00					28.52	C
002913719	6	1750	441	2.34					0.10	O
002914431	3	338	360	2.00					2.76	C
002914764	3	2490	2704	16.00					22.08	C
002925059	2	901	840	4.00	2	6	3604	3360	3.68	C
002934488	2	2700	11520	40.30	1	3	5400	23040	0.56	O
002946291	5	1030	576	4.00	1	3	2060	1152	9.20	C
002947037	4	2410	9025	44.00	2	6	9640	36100	0.00	N
002947045	9	2320	9216	55.00	1	3	4640	18432	0.00	N
002947758	3	2280	1200	6.00	1	3	4560	2400	0.00	N
002948890	3	2690	4500	30.10	13	40	72630	121500	41.54	C
002949431	4	1780	5152	29.00	1	3	3560	10304	53.36	C
003001857	11	2340	9025	45.00	2	6	9360	36100	0.00	N
003001890	2	6000	336474		1	3	12000	672948	0.00	C
003001934	8	527	600	3.00	3	9	3162	3600	0.17	O
003001936	2	830	600	3.00	1	3	1660	1200	0.04	O
003010950	2	1190	840	3.50					3.22	C
003011068	1	2030	600	2.00					0.92	C
003011240	12	979	600	2.00					11.04	C
003011242	2	213	600	2.00					1.84	C
003029315	7	567	600	3.00	1	3	1134	1200	0.15	O
003029345	3	883	4046	31.00	1	3	1766	8092	0.65	O
003029373	35	1790	14553	72.90	4	12	14320	116424	17.86	O
003047311	1	635	600	2.00					0.92	C
003047369	27	1440	600	2.00					24.84	C
003047377	1	967	600	2.00					0.92	C
003071042	4	2870	840	3.00					6.26	C
003080554	1	754	600	2.00					0.92	C
003080556	2	1440	600	2.00					1.84	C
003081048	2	2480	840	3.00					3.13	C
003102092	5	2640	11520	40.00	1	3	5280	23040	1.41	O
003102739	4	2490	600	2.00					3.68	C
003103135	3	549	600	2.00					2.76	C
003104010	6	2490	840	3.00					9.38	C
003104071	2	2630	840	3.00					3.13	C

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
003104082	7	2330	840	3.40					10.95	C
003104143	8	2400	840	3.00					12.51	C
003104163	1	2480	840	3.00					1.56	C
003104575	6	2700	840	3.00	2	6	10800	3360	9.38	C
003119013	5	3470	840	3.50	1	3	6940	1680	8.05	C
003140332	2	2800	9765	42.70					39.28	C
003140827	3	891	360	2.50	1	3	1782	720	0.05	O
003140835	8	2630	840	3.00	1	3	5260	1680	12.51	C
003140837	6	3120	840	3.00					9.38	C
003140838	2	2330	840	3.00					3.13	C
003141081	2	2480	840	3.00					3.13	C
003141122	6	1240	840	3.00	1	3	2480	1680	9.38	C
003141180	2	3380	840	3.00	2	6	13520	3360	3.13	C
003165545	4	4570	9765	40.00					73.60	C
003188592	11	4750	6137	43.00	2	6	19000	24548	3.31	O
003188593	1	777	600	5.60	1	3	1554	1200	0.04	O
003192161	2	672	8736	55.20					0.77	O
003204393	14	21400	33495	100.00					644.00	C
003211991	12	879	840	3.00					18.77	C
003219025	3	1360	360	1.75	1	3	2720	720	0.04	O
003230458	47	1800	3344	10.00	5	15	18000	33440	216.20	C
003230635	2	2570	5152	28.00					25.76	C
003231080	8	17660	33495	100.00					368.00	C
003246403	9	16220	30450	103.00					426.42	C
003274005	12	271	125	1.00					0.08	O
003274390	2	2630	840	3.00					3.13	C
003288402	17	13690	30450		3	9	82140	182700	0.00	C
003288965	2	790	600	2.50					2.30	C
003323690	11	1380	960	7.00	2	20	24840	17280	0.54	O
003324077	2	2630	840	3.00	1	3	5260	1680	3.13	C
003324137	52	25080	59163	100.00					2392.00	C
003349267	12	14200	3120	37.60	3	9	85200	18720	207.55	C
003373708	4	766	840	3.00	3	9	4596	5040	5.52	C
003380543	1	399	360	3.00	1	3	798.42	720	0.02	O
003416504	1	804	540	3.00	1	3	1608	1080	0.02	O
003450728	3	559	600	2.00	1	3	1118	1200	2.76	C
003450895	4	1090	840	3.00	1	3	2180	1680	5.52	C
003450918	1	1880	600	2.00	1	3	3760	1200	0.92	C
003450921	2	1880	840	3.00					2.76	C
003451108	10	575	600	2.00	1	3	1150	1200	9.20	C
003451139	2	712	600	2.00	1	3	1424	1200	1.84	C
003462559	10	409	6137	25.80	2	6	1636	24548	1.81	O
003462708	10	15880	12600	91.80	3	9	95280	75600	422.28	C
003462801	10	479	600	2.50	2	6	1916	2400	11.50	C
003490235	6	3430	4500	23.00	2	6	13720	18000	63.48	C
003490249	4	479	600	2.00					3.68	C
003515019	2	962	432	6.00					0.08	O

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
003516876	2	1450	840	3.00	4	12	11600	6720	0.04	O
003518990	2	1900	6137	30.10					27.69	C
003519035	4	425	600	1.75	1	3	850	1200	3.22	C
003536659	16	313	150	1.50	12	37	7825	3750	0.17	O
003571188	3	4077	7220	32.00	2	6	16308	28880	44.16	C
003581300	8	1419	768	2.00	2	6	5676	3072	7.36	C
003581306	6	1060	360	2.50	3	9	6360	2160	6.90	C
003646035	3	5095.4							0.00	O
003711657	14	883	320	3.00	1	3	1766	640	0.29	O
003725542	1	2309.8	384	2.00						
003725543	1	0	20328		2	6	0	81312	0.00	C
003951423	14	2395	20328	4.00	1	3	4790	40656	27.37	C
003951749	25	17790	18981	105.00					1207.50	C
003952540	2	1260	20650	44.00					0.00	N
003952550	2	1930	40128	85.50	1	3	3860	80256	0.00	N
003995388	12	17790	18981	105.00					579.60	C
004027950	8	580	96	1.00	1	1	0	0	0.06	O
004039207	2	726	360	2.50	1	3	1452	720	0.04	O
004050620	1	1300	952	7.50	1	1			0.05	O
004063232	1	740	105	1.00					0.40	J
004080816	2	592	360	4.00	1	3	1184	720	0.06	O
004080817	2	598	360	3.00					0.04	O
004081805	2	767	600	3.00					0.04	O
004093126	1	858	600	3.00	1	3	1716	1200	0.02	O
004093169	4	743	360	2.00						
004093173	2	82	360	2.00					0.03	O
004093174	2	280	360	2.00	1	3	560	720	0.03	O
004093175	2	245	360	2.00	2	6	980	1440	0.03	O
004106231	2	794	264	5.00	1	3	1588	528	18.20	W
004132458	1	488	600	3.00					0.02	O
004132461	1	488	600	3.00	1	3	976	1200	0.02	O
004132592	3	2830	600	7.00	2	6	11320	2400	0.16	O
004132621	4	4090	17100	105.00	1	3	8180	34200	0.00	N
004132953	2	538.5	360	2.50	3	9	3231	2160	2.30	C
004132990	39	17790	18981	105.00					1883.70	C
004132992	4	9020	14553	31.00					57.04	C
004133137	21	11010	18981	130.70					1262.56	C
004134976	1	4860	40448	86.10					0.60	O
004134978	1	5140	40448	86.10					0.60	O
004135029	2	1760	350	3.60					3.31	C
004150275	4	621	360	2.50					0.07	O
004150337	1	787	360	2.50	1	3	1574	720	0.02	O
004183158	1	2240	2299	20.00					0.14	O
004188806	1	540	600	3.00					0.02	O
004188818	1	488	600	3.00					0.02	O
004216537	2	2070	504	3.60	2	6	8280	2016	0.05	O
004216880	5	1130	360	2.50	1	3	2260	720	0.09	O

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
004216933	4	954	360	2.50	1	3	1908	720	0.07	O
004217623	28	6880	17100	132.00	3	9	41280	102600	25.87	O
004217638	18	488			1	3	976	0	0.00	W
004218475	1	5790	15264	208.00					1.46	O
004218652	2	488	600	3.00	1	3	976	1200	0.04	O
004218679	2	746	600	3.00	1	3	1492	1200	0.04	O
004218712	6	488	600	3.00	1	3	976	1200	0.13	O
004236606	3	1100	600	2.00	1	3	2200	1200	0.04	O
004246612	6	3810	1584	5.90	1	3	7620	3168	16.28	C
004275979	4	3345	1360	3.00	1	3	6690	2720		
004276036	7	972	600	2.00	1	3	1944	1200	7.53	C
004276039	1	541	360	2.00					0.92	C
004276045	2	541	360	2.00					1.84	C
004276048	4	541	600	2.00					4.31	C
004276050	2	541	360	2.00					1.84	C
004276067	8	1090	600	2.00	1	3	2180	1200	7.36	C
004316233	1	1060	360	3.00	1	3	2120	720	0.02	O
004316234	12	666	360	4.00	2	6	2664	1440	0.34	O
004316235	6	613	600	3.00	1	3	1226	1200	0.14	O
004317649	1	2740	1568	11.00	1	2	2740	1568	0.08	O
004318127	2	285	40	0.70	1	3	570	80	0.01	O
004318163	1	2980	192	2.00	2	10	23840	1536	0.02	O
004318252	2	856	600	3.00	1	3	1712	1200	0.04	O
004318253	4	527	600	3.00	1	3	1054	1200	0.08	O
004338608	9	771	504	3.00	2	6	3084	2016	0.19	O
004338736	1	771	504	3.00	1	3	1542	1008	0.02	O
004338751	5	205	504	3.00	1	3	410	1008	0.11	O
004340604	2	4760	17860	15.00					0.21	O
004342224	4	2070	2592	28.00	2	6	8280	10368	0.78	O
004349070	3	11950	10944	45.60	3	9	71700	65664	0.96	O
004358306	91	2590	5632	78.60					50.07	O
004384139	1	551	360	3.60	1	3	1102	720	0.03	O
004424659	2	764	504	3.00	2	6	3056	2016	0.04	O
004443325	14	2020	15600	63.00	2	6	8080	62400	1605.24	W
004443343	11	23950	18981	82.50	3	9	143700	113886	6.35	O
004447805	9	1430	896	9.80						
004451288	20	647	640	3.00	2	22	12940	12800	0.42	O
004457958	1	153	504	3.00	1	3	306	1008	5.46	W
004457976	2	1020	840	4.00	1	3	2040	1680	14.56	W
004490154	15	1412	336						0.00	O
004500247	2	187	576	3.60	1	3	374	1152	2.88	J
004517633	3	1300	612	8.00	1	3	2600	1224	0.17	O
004581513	34	1850	672	7.00					1.71	O
004654981	6	6070	14553	94.90					0.00	N
004655066	24	5140	13209	86.60	2	6	20560	52836	14.55	O
004675315	4	489.77	192	2.00	1	3	979.54	384	0.06	O
004680788	6	196	2886	11.65	1	3	392	5772	0.49	O

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
004693138	12	6010	8736	45.00	2	6	24040	34944	0.00	N
004702661	2	1240	504	3.00	1	3	2480	1008	10.92	W
004713174	10	424	2704	9.00	3	9	2544	16224	0.66	O
004733445	6	501	198	12.00	2	4	1002	396	0.50	O
004757348	24	3170	2000	22.00					3.70	O
004768864	2	1200	1728	12.00	2	6	4800	6912	11.04	C
004769400	3	2020	780	55.00	2	6	8080	3120	1.16	O
004769917	2	0	288	10.00	1	1	0	0		
004782712	7	8160	360	70.00	1	1	0	0	196.00	J
004798562	8	1370	360	2.00	2	6	5480	1440	0.11	O
004815003	2	468	360	3.00	1	3	936	720	0.00	N
004826665	2	0	360							
004831731	4	885	360	2.00	1	3	1770	720	14.56	W
004831732	4	697	360	2.00					14.56	W
004831734	2	1630	360	2.00	1	3	3260	720	7.28	W
004838499	2	0	10560	26.00					0.36	O
004839045	2	2590	19750	59.00	1	3	5180	39500	0.83	O
004839046	11	14270	19754	107.00					8.24	O
004850496	2	0								
004859849	2	4680	9025	43.50	2	6	18720	36100	0.00	N
004865453	2	1110	2016	8.00	2	6	4440	8064	0.12	O
004890658	9	1290	1287	13.00					0.82	O
004890664	3	933	1960	7.60	2	6	3732	7840	0.16	O/C
004917513	14	771	882	9.60					0.94	O
004917514	19	2120	4500	20.00					2.66	O
004919187	8	1270	360	3.00	1	3	2540	720	0.17	O
004919193	3	1740	504	3.00					0.06	O
004919851	22	3340	15600	74.90	2	6	13360	62400	659.12	J
004921389	2	2740	5152	25.50	2	6	10960	20608	0.36	O
004948287	2	1630		0.02	1	3	3260	0	0.00	O
004951471	8	958	1200	5.00	1	3	1916	2400	0.29	O
004952797	14	2840	2016	25.00	4	12	22720	16128	2.45	O
004982285	4	3162	648	2.00	2	6	12648.8	2592	0.06	O
004982444	41	1180	4046	20.00	2	6	4720	16184	5.80	O
004982461	18	1310	7938	41.00	3	9	7860	47628	0.00	N
004984514	2	2180		2.50	3	9	13080	0	0.04	O
004999572	8	13210	19754	107.00					5.99	O
004999760	16	12820	9765	52.70					387.87	C
005042650	4	567	275	3.00	1	1	0	0	0.08	O
005051612	2	644	840	3.00	1	3	1288	1680	2.76	C
005051671	50	2190	990	8.00	2	6	8760	3960	193.20	C
005103799	1	0	2704	17.00					7.87	C
005103941	3	907	462	2.34					0.05	O
005123319	21	1060	360	7.00	4	12	8480	2880	1.03	O
005123696	3	630	600	2.00	2	6	2520	2400	2.76	C
005142789	5	17790	18981	105.00					241.50	C
005145356	2	460	486	2.47					0.00	N

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
005145634	8	1230	1573	5.00	1	3	2460	3146	0.28	O
005171522	8	855.76	72	0.63	1	3	1711.52	144	0.04	O
005171756	8	1415	320	1.00	1	3	2830.96	640	0.06	O
005184311	4	448	684	7.50	1	2	448	684		
005184882	2	698	600	3.50	2	6	2792	2400	3.22	C
005184970	4	516	600	31.00	3	9	3096	3600	57.04	C
005184972	4	479	600	2.00	1	3	958	1200	3.99	C
005184976	1	514	600	3.00	1	3	1028	1200	0.02	O
005196376	12	7680	14553	74.00					408.48	C
005196963	3	488	2057	17.00	1	3	976	4114	20.40	J
005201523	2	685	600	2.00					2.00	C
005227030	29	2760	6137	29.00	5	15	27600	61370	390.86	C
005227031	61	3620	7938	41.60	5	15	36200	79380	1167.30	C
005227669	1	1740	1053	4.00	1	3	3480	2106	1.98	C
005267137	15	2850	3072	19.00	5	15	28500	30720	2.00	O
005313482	6	920	1350	10.00	2	3	920	1350	0.42	O
005313514	14	907	462	2.00	2	5	2721	1386	0.23	O
005316389	34	2480	19500	62.00	16	49	81840	643500	14.76	O
005336128	7	2540	5152	29.00					1.42	O
005354491	2	1560	600	4.00	1	3	3120	1200	0.06	O
005386020	2	12710	58065	135.00					1.89	O
005386027	1	12170	58065	135.00					0.95	O
005400170	2	954	288	3.90					3.12	J
005432534	2	884	600	5.00					0.00	N
005442625	17	20800	15600	72.90	2	6	83200	62400	0.00	N
005514087	1	540	2160	3.00	1	3	1080	4320	0.02	O
005524479	12	414	567	10.00	5	15	4140	5670	0.84	O
005544336	15	1350	1170	5.00	4	12	10800	9360	34.50	C
005575832	2	1010	1288	12.40					0.00	N
005622442	2	758.12	64	0.75					0.01	O
005662959	1	498	360	2.00					0.80	J
005662980	2	695	7600	17.50	3	9	4170	45600	0.25	O
005674548	7	1040	486	3.00					0.15	O
005674549	10	733	486	3.00	7	21	10262	6804	0.21	O
005804348	2	6818.3	12348	22.00					0.31	O
005832618	3	1720	4320	9.00	1	6	8600	21600	0.19	O
005832710	4	11090	14553	75.60					139.10	C
005854132	3	1010	768	7.90					0.00	N
005872530	4	10360	60480	444.00	1	3	20720	120960	0.00	N
005908270	1	1610	432	70.10					0.00	N
005913981	17	1780	770	2.00	8	24	28480	12320	0.24	O
005914029	8	1190	28	1.50	1	4	3570	84	0.08	O
006030471	7	1280	17100	93.60	1	3	2560	34200	0.00	N
006050359	4	1180	360	2.50					4.60	C
006050360	6	392	360	2.00	1	3	784	720	5.52	C
006050383	8	436	360	2.00	2	6	1744	1440	7.36	C
006068793	2	651	360	15.00	1	3	1302	720	0.00	N

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
006068811	5	5836	5152	24.00	2	6	23344	20608	55.20	C
006068846	1	2400	15600	120.00	1	3	4800	31200	0.00	N
006122637	25	1090	360	2.00	7	21	15260	5040	23.00	C
006122685	28	8600	18481	88.30	2	6	34400	73924	17.31	O
006191673	46	6090	7600	87.50	14	43	176610	220400	28.18	O
006207888	2	1010	768	4.90						
006228255	6	850	600	2.50					6.90	C
006228408	6	1840	600	2.50					6.90	C
006228409	2	1209.4	600	2.00					1.84	C
006247274	3	2924.1	1188	10.00	1	3	5848.2	2376	13.80	C
006247284	2	940.73	600	2.50					2.30	C
006273729	1	540	600	3.00	1	3	1080	1200	0.02	O
006283583	7	1200	504	3.50	2	6	4800	2016	11.27	C
006300762	4	21380	112530	494.10					13.83	O
006300780	2	3380	840	3.50					3.22	C
006301074	4	1470	840	3.50	2	6	5880	3360	6.44	C
006302322	2	671	840	2.00	1	3	1342	1680	1.84	C
006302325	18	2960	4500	25.60	9	27	53280	81000	211.97	C
006302327	6	4510	5152	23.00	4	12	36080	41216	63.48	C
006302328	47	1500	19500	62.00	9	27	27000	351000	1340.44	C
006319897	2	438	600	2.00	1	3	876	1200	1.84	C
006319898	2	767	600	2.00	1	3	1534	1200	1.84	C
006319899	2	534	600	2.00	1	3	1068	1200	1.84	C
006319900	12	493	600	2.17	1	3	986	1200	11.98	C
006320159	8	21270	13671	56.50					207.92	C
006323247	4	1680	210	5.00					8.00	J
006500503	7	1230	3240	32.20					0.00	N
006634271	3	192	245	3.00					3.60	J
006768328	2	1100	1573	14.00	1	3	2200	3146	11.20	J
006865022	7	530	1280	8.00	2	3	530	1280	22.40	J
006880232	5	479	900	13.20	4	12	3832	7200	26.40	J
006880233	5	1220	2250	22.10	6	18	14640	27000	44.20	J
006893540	6	4810.7	1560	5.50	1	3	9621.48	3120	60.06	W
006893543	2	5071.9	540	2.10	1	3	10143.8	1080	7.64	W
006914515	17	2070	19500	70.00	6	18	24840	234000	8.33	O
007161792	2	439	144	2.35	1	3	878	288	0.00	N
007161809	1	160	24	0.35	1	1	0	0	0.00	N
007176091	12	1670	2420	13.00	5	15	16700	24200	1.09	O
007368791	2	1249.7	1944	15.00	1	2	1249.65	1944	12.00	J
007385993	2	5830	9690	55.00					0.77	O
007403989	4	788	1200	6.00	2	6	3152	4800	43.68	W
007531145	2	661	704	5.00	5	15	6610	7040	4.00	J
007539363	1	804	125	2.50					0.02	O
007580976	2	426.86	125	0.75					0.01	O
007587371	2	1110	125	1.50	3	4	1110	125	0.02	O
007598492	27	1140	5152	29.00	3	9	6840	30912	0.00	N
007612152	4	1110	320	1.00	3	9	6660	1920	0.03	O

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
007614724	3	5658.2	1001	5.00	1	3	11316.4	2002	27.30	W
007625899	4	1110	3564	19.80					0.00	N
007629106	3	3030	5152	28.00	2	6	12120	20608	0.59	O
007629768	3	2310	4356	22.00					0.46	O
007629915	9	1030	19500	62.00	2	6	4120	78000	3.91	O
007820844	5	893.21							0.00	O/N
007825305	34	799	448	5.00	3	9	4794	2688	1.19	O
007843456	4	886	15600	77.10	1	3	1772	31200	0.00	N
007944748	2	1670	2420	13.00					0.18	O
007946633	3	954	3366	22.20	2	6	3816	13464	0.00	N
007946635	8	526	220	4.00	1	3	1052	440	0.00	N
007995181	5	689	7480	24.00	2	6	2756	29920	0.00	N
008032767	8	1040	216	2.50	3	9	6240	1296	0.14	W/O
008041968	16	0	799200	3E+03					311.92	O
008045803	41	868	4624	30.10					8.64	O
008067834	1	409	343	3.00					1.20	J
008067836	9	534	968	1.00					3.60	J
008100136	26	852	3136	15.20	4	12	6816	25088	2.77	O
008100140	40	1590	7938	40.30	4	12	12720	63504	11.28	O
008148395	48	5290	14553	53.20	5	15	52900	145530	17.88	O
008148462	16	606	891	3.00	2	6	2424	3564	0.34	O
008241203	1	325	600	1.50					0.01	O
008298854	4	573	128	0.80						
008320669	4	771	360	2.60	2	6	3084	1440	0.00	N
008320894	4	3030	1680	5.00	3	3	0	0	0.14	O
008321315	2	0	500	4.30	2	6	0	2000		
008327984	2	2280	576	5.00					0.00	N
008391404	11	3920	768	5.00					0.39	O
008476727	4	25.35	3240	1.00					1.84	C
008490055	2	1230	3240	52.20	2	6	4920	12960	0.00	N
008615057	2	872	4046	21.00	1	3	1744	8092	0.00	N
008625542	6	512.28	840	3.00					0.13	O
008666701	2	10810	56784	125.00	1	3	21620	113568	1.75	O
008666757	3	0	320	3.00	3	9	0	1920	0.06	O
008666815	1	0							0.00	W
008667177	2	1440	8736	31.30	1	3	2880	17472	0.00	N
008683254	2	1720	432	3.30	1	3	3440	864	0.00	N
008688867	2	1715	576	2.00	1	3	3430	1152		
008695352	8	432	600	0.40	2	6	1728	2400	0.02	O
008695353	8	366	600	1.00	1	3	732	1200	0.06	O
008695354	2	800	600	0.40	1	3	1600	1200	0.01	O
008699480	3	1040	216	2.50					0.05	O
008722577	2	1230	216	1.70	1	3	2460	432	0.02	O
008747274	5	1920	792	11.00					22.00	J
008801955	14	1450	8874	99.70	2	6	5800	35496	2540.36	W
008822899	1	1350	360	2.00	4	12	10800	2880	0.01	O
008823097	12	10730	17100	97.10	2	6	42920	68400	0.00	N

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
008823833	5	1270	840	3.60	3	9	7620	5040	0.13	O
008824554	2	2400	15600	90.00	1	3	4800	31200	0.00	N
008883056	4	0	441	2.40						
008883688	4	288	288	1.00	1	3	576	576	1.81	J
008900622	4	1320.9	480	1.00	1	3	2641.76	960	0.04	O
008954446	6	424	2016	7.00					0.29	O
008984867	4	847	640	3.00	1	3	1694	1280	4.80	J
009008081	17	888	2240	13.00	2	6	3552	8960	88.40	J
009008337	9	2080	7293	52.70	2	6	8320	29172	3.32	O
009050861	12	1530	528	3.00	1	3	3060	1056	14.40	J
009060598	23	1590	7938	40.00	6	18	19080	95256	0.00	W/N
009065367	8	1510	2520	35.60	1	3	3020	5040	1.99	O
009065368	2	1510	3300	40.00	1	3	3020	6600	0.56	O
009081206	2	662	196	1.75					1.40	J
009084928	17	2190	15680	4.00	15	46	67890	486080	28.56	J
009099044	1	2320	2592	11.25					0.00	N
009106215	1	2009	768	12.00	1	3	4018	1536	5.52	C
009111728	8	4850	14553	81.50					0.00	N
009123285	2	1470	2304	21.10					0.30	O
009123572	8	1240	225	2.80	5	15	12400	2250	0.00	N
009123607	3	1910	2352						0.00	O
009131729	1	561	96	2.00	1	3	1122	192	0.01	O
009180836	2	2170	12096	58.40					0.00	N
009190662	2	1590	7938	40.00					145.60	W
009238463	2	1970	1728	10.00	1	3	3940	3456	0.00	N
009240588	1	588	24	0.50					0.20	J
009276207	1	2411.5	400	4.00					7.28	W
009298968	11	1290	4950	22.50	3	5	2580	9900	99.00	J
009302656	17	1460	770	5.00	2	6	5840	3080	0.60	O
009302657	1	1930	4032	34.00	2	6	7720	16128	0.24	O
009302659	29	5830	9690	55.00					11.17	O
009321463	11	1580	360	4.00					0.31	O
009332825	13	455	540	5.00	6	18	5460	6480	0.00	N
009338790	3	0							0.00	W
009364445	4	1390	936	11.00	1	3	2780	1872	17.60	J
009409292	3	1130	441	3.50					0.00	N
009413708	4	2090	1980	8.00	1	3	4180	3960	0.22	O
009419195	1	637	3136	21.00					0.00	N
009419398	3	383.69	36	0.29	1	3	767	72	0.01	O
009422090	2	661		2.84					2.27	J
009447504	1	4290	7936	51.70						
009452471	2	359	810	5.00	21	65	15796	35640	0.07	O
009480466	5	1091	756	5.50	2	6	4363.84	3024	0.19	O
009483749	13	534	360	3.00	5	15	5340	3600	0.27	O
009483837	4	707	216	3.60	1	3	1414	432	5.76	J
009560073	2	1460	16848	53.90					0.75	O
009563322	1	1220	1859	13.00					0.09	O

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
009623148	2	1424.4	144	3.50						
009639404	2	597.79	375	8.20	2	6	2391.16	1500	0.00	N
009699480	4	2150	588	4.60	2	6	8600	2352	0.00	N
009699490	4	1250	320	2.50	1	3	2500	640	0.00	N
009703797	27	1150	1100	7.50	3	9	6900	6600	1.42	O
009706657	19	1420	2592		11	34	32660	59616	0.00	O
009706671	32	2550	2888	15.60	5	15	25500	28880	0.00	O/N
009709110	1	889	810	8.20					0.06	O
009709112	5	1480	300	3.33					0.12	O
009709166	4	241	375	1.00					0.03	O
009712532	2	710	240	2.50	1	3	1420	480	0.04	O
009712698	4	520.54	29250	50.00	2	6	2082.16	117000	1.40	O
009712714	2	554	22464	54.20	1	3	1108	44928	197.29	W
009712721	2	433	6448	12.00	1	3	866	12896	0.17	O
009712759	1	203	1345	2.00	1	3	406	2690	0.01	O
009713526	2	0	35	0.50						
009720869	5	0	2448	8.00					0.28	O
009728491	2	877	480	6.00					0.08	O
009834383	10	849	4046	15.60	3	9	5094	24276	1.09	O
009867628	12	573	768	5.00					0.42	O
009881765	2	1640	1200	6.00					0.08	O
009892107	1	406	350	3.40					0.02	O
009898978	20	534	968	7.00					56.00	J
009905198	8	1930	4992	34.00					1.90	O
009917443	2	627	1000	6.00	2	6	2508	4000	4.80	J
009917444	3	377	1200	12.50	1	3	754	2400	0.26	O
009917445	2	391	600	0.80					0.01	O
009917447	8	1300	3456	1.75					0.10	O
009917449	2	177	1575	0.60					0.01	O
009917456	2	329	600	5.00					0.07	O
009917458	2	461	600	1.00					0.01	O
009917459	1	481	600	2.84	1	3	962	1200	0.02	O
009917461	7	378	600	2.84	1	3	756	1200	0.14	O
009930618	1	788	1200	6.00					0.00	N
009931485	5	804	360	1.80	2	6	3216	1440	0.06	O
009956048	8	907	128	1.00	2	6	3628	512	14.56	W
009994735	6	808	7938	40.00	2	6	3232	31752	1.68	O
010036847	4	3420	600	2.10					3.86	C
010037054	17	672	4046	25.00	1	3	1344	8092	2.98	O
010037090	1	3320	600	2.50					1.15	C
010037279	2	1190	504	3.00	1	3	2380	1008	0.04	O
010037280	2	1640	504	4.00					0.06	O
010037281	2	1840	504	4.00					0.06	O
010037282	1	909	504	4.00					0.03	O
010037963	2	1810	5152	25.00					23.00	C
010037964	3	8190	14553	60.00					1.26	O
010038377	6	3010	840	3.40	3	9	18060	5040	9.38	C

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
010041603	13	51010	30450	111.00					10.10	O
010041604	6	47620	14553	77.80	3	9	285720	87318	0.00	N
010041616	50	7230	7938	42.70	9	27	130140	142884	14.95	O
010045856	1	1010	768	7.90	3	9	6060	4608	0.00	N
010047530	13	1720	2704	15.00	8	24	27520	43264	89.70	C
010047531	49	7570	5152	30.00	4	12	60560	41216	678.45	C
010047546	1	1100	600	3.00					0.02	O
010047764	18	361	20	0.50	4	8	1444	80	0.06	O
010049360	2	516	441	2.00					1.84	C
010049825	7	3410	840	3.50					11.27	C
010049848	6	2490	840	3.50	2	6	9960	3360	9.66	C
010049870	9	1190	840	3.50					14.49	C
010055317	2	875	600	2.00	1	3	1750	1200	0.03	O
010055495	5	899	2197	8.00	2	6	3596	8788	0.28	O
010061776	5	2190	1400	6.70	1	3	4380	2800	15.41	C
010061827	2	3190	2704	12.00					11.04	C
010064141	7	1020	600	2.00					7.53	C
010074163	8	2390	4500	20.00	1	3	4780	9000	1.12	O
010074165	6	1450	11067	27.00	2	6	5800	44268	1.15	O
010081398	4	3050	53125	85.70	2	6	12200	212500	0.00	N
010083693	2	4640	360	170.00					2.38	O
010083807	8	1210	360	3.00					0.00	N
010089588	2	659	288	1.00					0.01	O
010089592	3	515.51	320	1.00	1	3	1031	640	0.02	O
010089593	11	492	320	1.00	3	9	2952	1920	0.08	O
010089594	10	532	360	2.00	1	3	1064	720	0.14	O
010089602	4	523.69	360	2.00					0.06	O
010089614	2	736	288	0.88	2	6	2945	1152	0.01	O
010091330	2	975	4500	27.00	2	6	3900	18000	0.38	O
010091406	30	2220	2704	20.00	2	6	8880	10816	4.24	O
010091432	2	221	4500	20.90					0.29	O
010091433	6	988	4500	27.00	2	6	3952	18000	1.15	O
010091501	18	1180	5152	24.00	2	6	4720	20608	3.05	O
010091502	7	1700	2016	15.00	1	3	3400	4032	0.74	O
010091513	3	870	360	1.75	2	6	3480	1440	0.04	O
010091515	1	2180	360	2.50	1	3	4360	720	0.02	O
010091518	14	2630	840	3.00	1	3	5260	1680	21.90	C
010091540	20	143	360	2.00	3	9	858	2160	0.28	O
010091541	6	641	360	2.00					0.08	O
010091542	2	367	360	2.00					0.03	O
010091543	4	1930	360	2.00	3	9	11580	2160	0.06	O
010091544	4	128	360	2.00	1	3	256	720	0.06	O
010091545	8	423	360	2.00	1	3	846	720	0.11	O
010091548	8	407	360	2.00	1	3	814	720	0.11	O
010091549	2	682	360	2.00	1	3	1364	720	0.03	O
010091550	2	143	360	2.00					0.03	O
010091552	2	494	360	2.00					0.03	O

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
010091559	2	234	360	2.00					0.03	O
010092310	9	2600	3456	17.60	2	6	10400	13824	1.11	O
010092534	7	8740	30450	95.00					307.19	C
010093059	2	1120	5152	30.70					0.43	O
010094290	1	5320	4046	31.00					14.26	C
010095419	2	1500	840	4.80					4.42	C
010095420	5	444	1092	5.50	2	6	1776	4368	12.65	C
010096098	104	9960	23220	104.00	4	12	79680	185760	75.71	O
010098744	1	484.54	360	2.00	1	3	969	720	0.02	O
010098849	10	7910	9216	43.80	2	6	31640	36864	201.48	C
010098855	10	3700	17100	127.00	3	9	22200	102600	584.20	C
010100779	2	1600			1	1	0	0	0.00	O
010103914	5	1910	768	3.00	3	9	11460	4608	0.11	O
010103972	7	433	288	0.94	1	3	866	576	0.05	O
010106891	3	1370	2016	31.00	1	3	2740	4032	0.65	O
010107093	62	3380	9765	50.00	5	15	33800	97650	21.70	O
010107202	2	2630	840	3.50	1	3	5260	1680	3.22	C
010113447	4	3640	840	4.00					7.36	C
010113694	2	1120	4500	27.30					0.38	O
010113796	3	1270	288	2.50					0.05	O
010113797	30	3280	14553	52.00	6	18	39360	174636	720.36	C
010118448	7	9760	14553	70.00	2	6	39040	58212	225.72	C
010118480	51	9780	6137	36.00					851.60	C
010118579	28	3300	9025	78.00	3	9	19800	54150	15.31	O
010118646	9	1120	1960	19.00	12	37	28000	49000	79.49	C
010120531	45	1610	4046	21.00	3	9	9660	24276	6.62	O
010121857	2	390		2.40					0.00	N
010121938	10	3890	9025	59.00	2	6	15560	36100	0.00	N
010122964	5	5227	384	1.24					0.04	O
010123294	21	0	16660	140.00					20.58	O
010124864	4	1160	2835		1	3	2320	5670	0.00	N
010124915	6	810	480	1.75	1	3	1620	960	0.07	O
010127356	4	7450	11808	95.00					175.54	C
010127472	5	1290	9025	43.00					1.51	O
010130959	1	1780	5152	31.00					14.26	C
010136687	2	2680	840	4.00					3.68	C
010138638	108	4230	13209	86.60	4	12	33840	105672	65.47	O
010141878	27	9240	9216	75.60					14.29	O
010141879	2	501	2704	15.00	1	3	1002	5408	0.21	O
010142330	10	1440	4046	23.00	2	6	5760	16184	1.61	O
010143366	1	631	600	2.00	1	3	1262	1200	0.92	C
010143368	2	857	600	2.84	2	6	3428	2400	0.00	N
010143985	92	2560	6137	37.00					1565.84	C
010144049	19	3540	36504	128.00	4	12	28320	292032	0.00	N
010144050	2	16480	44950		1	3	32960	89900	0.00	O
010144079	2	1210	360	3.00					2.76	C
010144086	1	3640	504	3.40						

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
010147030	3	3260	18981	100.00	3	9	19560	113886	0.00	N
010152282	1	2040	17100	94.50	1	3	4080	34200	0.00	N
010152293	11	9530	13209	70.00	3	9	57180	79254	5.39	C
010152519	9	2550	600	2.00					8.28	C
010157515	10	3214	900	10.00	2	6	12856.6	3600	46.00	C
010162092	1	438	600	2.00	1	3	876	1200	0.92	C
010162900	4	1060	600	2.00	1	3	2120	1200	3.68	C
010163416	3	4820	2704	15.00	3	9	28920	16224	20.70	C
010163417	4	1810	5152	25.00	1	3	3620	10304	46.00	C
010163470	2	1360	840	4.00	2	6	5440	3360	3.68	C
010164134	33	4200	37324	195.00	6	18	50400	447888	0.00	N
010164526	9	4398.7	1690	9.00	1	3	8797	3380	0.57	O
010164743	11	3900	13209	82.50	2	6	15600	52836	417.45	C
010166311	12	9250	500	70.00	3	9	55500	3000	386.40	C
010166433	5	2490	6137	28.00	2	6	9960	24548	65.00	C
010166474	2	942	7378	27.00	1	3	1884	14756	0.00	N
010166535	2	329	600	2.00					1.84	C
010169050	2	603	600	2.00	2	6	2412	2400	1.84	C
010174838	1	1080	9025	56.80	2	6	4320	36100	26.13	C
010175231	7	7420	14553	116.00					373.52	C
010175296	4	1730	672	4.00	1	3	3460	1344	0.12	O
010175299	168	5720	13209	62.50	7	21	80080	184926	73.50	O
010175386	30	11670	14553	76.60	6	18	140040	174636	1057.08	C
010175405	2	592	600	2.50	1	3	1184	1200	2.30	C
010175414	6	871	360	3.00	1	3	1742	720	0.13	O
010176113	10	2150	2560	15.50	4	12	17200	20480	71.30	C
010183519	2	2440	600	2.50	1	3	4880	1200	2.30	C
010183552	2	1510	1575	5.00	1	3	3020	3150	4.60	C
010183589	4	1130	1575	5.00	1	3	2260	3150	9.20	C
010183590	1	1360	1575	5.00					2.00	C
010183592	1	1830	1575	5.00	1	3	3660	3150	2.30	C
010183600	2	1490	504	3.00	1	3	2980	1008	2.76	C
010186755	3	4780	2704	17.00	4	12	38240	21632	23.00	C
010187107	6	2630	9216	61.00	5	15	26300	92160	169.19	C
010187764	6	1510	1620	12.00	2	6	6040	6480	33.12	C
010193953	6	993	2744	13.00	2	6	3972	10976	0.55	O
010199160	5	721	600	2.00					4.60	C
010199162	4	826	360	2.00	1	3	1652	720	3.68	C
010199233	153	7330	14553	85.70	1	3	14660	29106	91.78	O
010207949	9	8060	9216						0.00	C
010208112	4	790	600	2.50					4.60	C
010218602	6	9550	14553	70.00	2	6	38200	58212	193.48	C
010218736	14	15330	26013	160.00					1030.40	C
010218819	4	392.56	360	2.50	2	6	1570	1440	4.60	C
010221737	8	2820	30600	166.00	2	6	11280	122400	0.00	N
010221862	4	1370	1020	7.00					12.88	C
010228572	21	1210	13209	83.00	2	6	4840	52836	804.68	C

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
010228657	4	168	360	2.00	1	3	336	720	14.56	W
010230268	37	2030			3	9	12180	0	0.00	C
010233170	4	2216.8	1440	3.00					5.89	C
010233231	17	883	4096	7.00	2	8	5298	24576	0.83	O
010233368	2	329	360	2.00	1	3	658	720	1.84	C
010233370	4	865	360	2.00					3.68	C
010233507	11	2590	5632	78.60					6.00	O
010233532	10	23910	26013	123.00	2	6	95640	104052	2238.60	W
010233533	22	9030	26013	105.00	2	6	36120	104052	4204.20	W
010233535	11	20620	26013	110.00	2	6	82480	104052	2202.20	W
010233536	7	16180	18981	94.50	2	6	64720	75924	1203.93	W
010233619	12	7230	360	112.00	2	6	28920	1440	2446.08	W
010240143	2	3380	7938	30.00	1	3	6760	15876	109.56	W
010240150	3	14970	4500	93.60	1	3	29940	9000	511.00	W
010241597	4	694	360	2.00	1	3	1388	720	3.68	C
010245077	13	2150	14553	38.00	3	9	12900	87318	3.00	O
010253163	10	2360	4500	25.00	2	6	9440	18000	115.00	C
010258697	8	498	9765	2.00	7	21	6972	136710	0.11	O
010262376	4	9760	360	70.00					128.98	C
010262508	3	712.5	360	2.50					3.00	C
010265516	23	3140	360	65.00	4	12	25120	2880	687.70	C
010272506	2	425	360	2.00					1.84	C
010272507	4	425	360	2.00	1	3	850	720	3.68	C
010272663	2	4280	360	2.50	1	3	8560	720	0.04	O
010272667	2	792	360	2.00	1	3	1584	720	0.03	O
010272673	4	963	360	2.00	1	3	1926	720	0.06	O
010272674	2	839	360	2.00	1	3	1678	720	0.03	O
010272683	1	953	360	2.00	1	3	1906	720	0.01	O
010272686	10	3250	7938	42.00	3	9	19500	47628	2.96	O
010272687	2	518	360	2.00	1	3	1036	720	0.03	O
010272688	3	823	360	2.00					0.04	O
010272689	2	366	600	1.50	1	3	732	1200	0.02	O
010274041	2	488	1694	13.00	1	3	976	3388	47.00	W
010274265	2	931	504	3.60	1	3	1862	1008	2.88	J
010274266	3	1360	600	2.00	2	6	5440	2400	2.76	C
010277973	1	4780	14553	85.70					0.60	O
010278226	4	530.75	384	2.00	2	6	2123	1536	3.68	C
010278660	2	1226.8	360	2.00	1	3	2453.5	720	1.84	C
010278676	2	1850	1575	3.00	1	3	3700	3150	2.76	C
010278706198		603	360		16	49	19899	11880	0.00	N
010294713	6	137	576	2.00	4	12	1096	4608	6.00	C
010294982123		44750	275	2.50	8	24	716000	4400	0.00	N
010295420	35	3890	5152	25.00					402.50	C
010295471	28	1530	9025	46.00	2	6	6120	36100	593.77	C
010295573	12	1580	360	4.00	1	3	3160	720	0.34	O
010296023	6	2620	3570	40.70	2	6	10480	14280	97.68	J
010298786	12	2460	15600	89.00	2	6	9840	62400	7.49	O

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
010313249	4	21	45	1.00	4	12	171.52	360	1.84	C
010313661	17	3400	4046	20.00	2	4	6800	8092	2.00	O
010313664	109	13420	18981	112.00	8	24	214720	303696	85.46	O
010313679	4	1320	1440	1.00	1	3	2640	2880	0.04	O
010313833	27	12740	23220	132.00					24.95	O
010313938	2	856	600	2.00	1	3	1712	1200		
010313949	4	1120	45	1.00	2	6	4480	180	0.03	O
010313953	6	725	360	3.00	1	3	1450	720	0.13	O
010313955	2	764	360	3.00	1	3	1528	720	0.04	O
010313957	2	633	360	2.50	1	3	1266	720	0.04	O
010313961	2	980	360	4.00	1	3	1960	720	0.06	O
010316589	3	1530	330	2.50					0.05	O
010319235	47	2440	9216	60.00	4	12	19520	73728	19.77	O
010330185	7	8410	19964	111.00	11	34	193430	459172	1414.00	W
010349500	70	1560	9025	50.00	3	9	9360	54150	24.50	O
010357254	2	418	360	2.50					0.04	O
010378700	4	2610	864	5.00	5	15	26100	8640	9.00	C
010379421	15	9550	14553	70.00					483.69	C
010391033	1	603	840	3.00	1	3	1206	1680	1.00	C
010393699	37	870	4352	11.00					2.85	O
010398598	4	984	4352	11.00					0.31	O
010401531	1	1130	392	4.00	5	15	11300	3920	0.03	O
010402179	13	3630	4500	23.00	1	3	7260	9000	119.60	J
010402181	3	2820	20480	50.00	6	18	33840	245760	1.00	O
010402195	7	4300	13209	80.00	1	3	8600	26418	224.00	J
010402196	1	5270	18981	98.60					39.00	J
010402198	14	7690	14553	95.00	2	6	30760	58212	534.00	J
010402213	4	504	126	2.00					0.06	O
010405570	2	893	4046	14.00	2	6	3572	16184	0.20	O
010405618	2	7382.1		8.00					0.11	O
010410618	18	1730	3360	8.00	2	17	25950	50400	1.00	O
010422280	2	0	1100		1	1	0	0		
010436313	4	2040	6137	30.00	1	3	4080	12274	221.00	W
010439792	2	999	600	3.00						
010439832	9	1963	400	4.00	2	6	7852	1600	65.52	W
010440514	2	1060	600	2.00	1	3	2120	1200	1.84	C
010446957	33	8190	14553	60.00	3	9	49140	87318	13.88	O
010449828	11	2430	6137	25.80	3	9	14580	36822	1.99	O
010449832	1	1950	6137	32.00	1	3	3900	12274	0.23	O
010449888	4	3860	486	1.50					0.04	O
010462001	4	4780	14553	85.70	3	9	28680	87318	2.40	O
010464291	15	2470	36504	128.00	2	6	9880	146016	0.00	N
010468183	2	361.5	64	1.00						
010471174	105	1700	3528	20.00					14.70	O
010471256	2	396	4046	23.00	1	3	792	8092	0.33	O
010471348	21	2270	3136	61.00	15	46	70370	97216	592.00	C
010473892	1	743	600	2.00	1	3	1486	1200	0.92	C

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
010492459	4	2140	1152	9.00	2	6	8560	4608	16.56	C
010511427	1	891	168	2.50					1.00	J
010512886	10	1270		9.00					0.63	O
010518686	9	1250	3136	11.00	3	9	7500	18816	0.69	O
010520252	8	720	4332	4.75	2	6	2880	17328	0.27	O
010520339	2	4360	30600	175.00	1	3	8720	61200	0.00	N
010520470	81	1660	576	8.00	6	18	19920	6912	4.54	O
010520493	2	1150	200	3.00	1	1	0	0	2.00	J
010520609	2	922	360	4.00	2	6	3688	1440	0.06	O
010526857	2	1570	840	5.00	1	3	3140	1680	0.00	N
010527006	2	4920	9216	60.10					0.84	O
010527049	12	2190	11880	39.80					219.70	C
010527101	4	669	216	1.00	1	3	1338	432	0.03	O
010537225	8	0	93150	410.00					22.96	O
010538774	2	551	360	2.00	1	3	1102	720	1.84	C
010554234	2	1550	2688	15.00	1	3	3100	5376	12.00	J
010554264	2	1090	1575	6.00	1	3	2180	3150	0.00	N
010564769	4	1189.6	240	2.00	1	1	0	0	0.07	O
010564917	2	1090	1575	9.00					0.00	N
010564991	2	4710	23220	140.00	2	6	18840	92880	0.00	N
010567071	2	526	1575	6.00	1	3	1052	3150	0.00	N
010585696	1	867	2592	20.00	1	3	1734	5184	0.00	N
010592875	2	913	840	5.00					0.00	N
010605049	36	9060	14553	80.00	2	6	36240	58212	5248.00	W
010605076	2	575	56	3.00					2.76	C
010605444	2	8450	2992	8.00	1	3	16900.8	5984	29.00	W
010605485	1	2150	40320		1	3	4300	80640	0.00	O
010605642	49	9420	9216	75.60	4	12	75360	73728	25.93	O
010613729	20	3206.5	9216	67.90	16	49	105816	304128	0.00	N
010620260	10	3920	9765	64.70	1	3	7840	19530	4.53	O
010621019	1	714	7938	63.00	1	3	1428	15876	25.00	J
010623878	2	4143	968	6.00	1	3	8286	1936	0.08	O
010623919	3	1710	17100	91.80	1	3	3420	34200	0.00	N
010639553	16	7420	14553	116.00	4	12	59360	116424	853.76	C
010643081	25	1090	360	2.00	2	6	4360	1440	91.00	W
010648946	2	707	360	2.00	1	3	1414	720	0.03	O
010648947	1	755	360	2.00	1	3	1510	720	0.01	O
010652774	1	546	360	2.00	1	3	1092	720	0.01	O
010657083	1	1330	3168	34.90					0.24	O
010663265	49	10230	3696	37.00	8	24	163680	59136	12.69	O
010667362	2	698	2592	8.00	2	6	2792	10368	0.11	O
010667376	6	1090	7600	18.00					0.00	N
010670218	4	707	360	2.00	1	3	1414	720	0.06	O
010683265	30	4090	9025	45.00	2	6	16360	36100	623.76	C
010688692	2	707	360	2.00	2	6	2828	1440	0.03	O
010688694	4	675	360	2.00	1	3	1350	720	0.06	O
010688695	4	530	360	2.00	1	3	1060	720	0.06	O

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
010692629	11	1310	1575	2.00					10.12	C
010695497	13	244	8019	27.00	12	37	6100	200475	2.00	O
010695545	2	578	75	2.50	1	3	1156	150	2.00	C
010698545	4	0	1344	20.00					36.80	C
010713682	8	2740	15600	107.00	2	6	10960	62400	0.00	N
010713700	20	1040	6120	4.00	4	12	8320	48960	0.62	O
010719132	4	505	840	6.00	1	3	1010	1680	0.00	N
010726293	4	415	600	2.00					3.86	C
010726782	2	2550	15600	80.00	1	3	5100	31200	0.00	N
010727705	3	5879	858	5.00	1	3	11758.7	1716	27.00	W
010727893	2	2670		31.00	2	6	10680	0	0.43	O
010727973	8	604	360	2.50	1	3	1208	720	0.14	O
010732723	6	1790	2016	14.70					160.52	W
010732764	2	629	360	3.60	1	3	1258	720	0.05	O
010734475	139	10740	29232	290.00	8	24	171840	467712	282.00	O
010737219	19	2670	10200	27.00	3	9	16020	61200	3.59	O
010738238	2	988	12960	63.90					0.89	O
010749772	50	4920	9216	60.00	4	12	39360	73728	21.00	O
010753751	22	5440	13209	90.90	3	9	32640	79254	14.00	O
010753998	16	5860	19964	107.00	2	6	23440	79856	11.98	N
010760687	3	837	9025	41.00	1	3	1674	18050	0.86	N
010760688	31	1880	7938	45.00	2	6	7520	31752	9.81	O
010773514	2	958	1575	9.00	1	3	1916	3150	0.00	N
010776880	21	2310	9025	42.00	2	6	9240	36100	6.00	O
010776881	2	1320	1575	8.00	1	3	2640	3150	0.11	O
010776908	2	5710	7140	50.00	3	9	34260	42840	182.00	W
010785643	1	958	288	14.00	2	6	3832	1152	0.00	N
010787110	1	0	35000	407.00					740.74	W
010794218	285	51010	30450	111.00	16	49	1683330	1004850	221.00	O
010796685	2	2390	6137	28.00	1	3	4780	12274	22.00	J
010798766	2	741			1	3	1482	0	0.00	J
010827951	16	1710	4046	18.90	3	9	10260	24276	2.00	O
010831397	1	248.5			1	3	497	0	0.00	O
010850339	9	2120	4500	27.50	2	6	8480	18000	450.00	W
010850348	8	3190			2	6	12760	0	0.00	O
010850399	1	1830	1575	2.50					1.00	C
010850450	7	2370	18981	118.00	3	9	14220	113886	0.00	N
010860861	2	512	360	2.00	1	3	1024	720	0.03	O
010867688	4	521	2704	16.00	1	3	1042	5408	0.45	O
010867689	58	2290	13209	86.60	3	9	13740	79254	35.16	O
010873893	2	2174	360	3.50	1	1	0	0	2.80	J
010874423	7	2940	2704	25.00	6	18	35280	32448	1.23	O
010876196	6	2920	2704	28.00	6	18	35040	32448	1.18	O
010882352	39	2220	19500	66.00	15	46	68820	604500	18.07	O
010884514	12	2090	6656	84.90	3	9	12540	39936	7.00	O
010884783	25	6531	4608	10.00	3	9	39186	27648	1.75	O
010886457	9	0	600	3.00	1	3	0	1200	52.00	W

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
010890134	4	28080	14553	86.60					159.34	C
010892274	2	697	360	2.00	4	12	5576	2880	7.28	W
010896812	6	4270	3150	24.00					1.02	O
010900647	2	0	20160	125.00					1.75	O
010905830	71	2860	8736	60.00	4	12	22880	69888	29.87	O
010908061	2	540	2704	14.60						
010909855	20	2140	2835	10.00	5	15	21400	28350	1.40	O
010912434	2	771	840	27.00	3	9	4626	5040	0.38	O
010912462	3	1740	1521	6.00	1	3	3480	3042	32.76	W
010912877	38	2470	3136	12.00	4	12	19760	25088	3.19	O
010913061	1	833	840	4.00	5	15	8330	8400	0.03	O
010913062	4	4230	360	3.50	1	3	8460	720	0.10	O
010921909	3	2590	5632	78.60					1.65	O
010934630	4	1400			3	9	8400	0	0.00	O
010936334	24	9360	15600	82.50	4	12	74880	124800	13.86	O
010936530	2	1480	9216	36.00	3	9	8880	55296	0.51	O
010936543	8	12590	33495		4	12	100720	267960	0.00	O
010936629	2	6200	9025	54.00	2	6	24800	36100	0.76	O
010936630	5	4790	6137	36.00	1	3	9580	12274	1.27	O
010936633	9	16730	14553	81.70	1	3	33460	29106	5.15	O
010936637	17	1960	9025	37.00	4	12	15680	72200	4.40	O
010936758	2	4400	12	48.50	1	3	8800	24	0.68	O
010936809	1	1310	360	2.50	1	3	2620	720	0.02	O
010936811	4	2320	360	2.50	1	3	4640	720	0.07	O
010936816	2	4400	360	2.50	1	3	8800	720	0.04	O
010936850	2	2190	5152	24.00	1	3	4380	10304	0.34	O
010936851	2	1880	5152	24.00	2	6	7520	20608	0.34	O
010939674	4	134170	70400	647.00					18.12	O
010939740	2	36860	70400	559.00					7.83	O
010939965	2	626	360	2.50					0.04	O
010941102	2	10260	6137	32.50	1	3	20520	12274	0.46	O
010946488	2	4400	360	2.50	2	6	17600	1440	0.04	O
010952982	13	13540	14553	85.70	3	9	81240	87318	7.80	O
010955312	27	22700	18981	115.00					21.74	O
010959170	2	15740	319200	214.00	1	3	31480	638400	3.00	O
010959182	1	4220	7140	50.00	2	6	16880	28560	0.35	O
010961901	16	19340	13209	76.00					8.55	O
010962977	2	1120	5250	18.00	2	6	4480	21000	0.25	O
010963727	34	4100	14553	66.00	4	12	32800	116424	15.76	O
010965245	4	1770	6137	33.00	2	6	7080	24548	0.94	O
010965291	13	2000	15600	90.00	2	6	8000	62400	0.00	N
010971215	2	804	240	2.50	1	3	1608	480	0.04	O
010973153	2	0								
011001678	2	806	360	2.00	1	3	1612	720	0.03	O
011006142	66	7570	9216	60.00					27.77	O
011044410	33	7000	41392	127.00					0.00	N
011049361	2	2348.7	288	1.80	1	3	4697	576		

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
011049365	1	2276.2	288	1.80						
011049407	10	4640	53125	170.00					11.90	O
011049408	13	2540	5152	29.00	6	23	43180	87584	2.64	O
011049559	2	568	288	0.88	1	3	1136.56	576	0.01	O
011049581	71	0							0.00	O
011050077	20	663.6	1848		3	11	5308.8	14784		
011064865	5	4300	3888	21.00					0.74	O
011064900	51	3500	7935	130.00	14	43	101500	230115	46.00	O
011133259	21	7330	19964	111.00	15	46	227230	618884	1072.00	C
011134469	1	619	1536	14.00	1	3	1238	3072	0.10	O
011142013	14	1040	144	1.00	7	21	14560	2016	0.10	O
011144000	4	678	1575	11.00	1	3	1356	3150	0.00	N
011148652	2	1110	15600	93.00	3	9	6660	93600	0.00	N
011160486	4	1340	672	1.90	1	3	2680	1344	0.05	O
011164635	2	488	840	5.00	3	9	2928	5040	0.07	O
011168508	2	22930	100000	512.70	1	3	45860	200000	1866.00	W
011168509	14	4050	1575	6.50	2	6	16200	6300	0.64	O
011168618	2	10560	52896						0.00	O
011168627	19	1270	19964	132.00	1	3	2540	39928	0.00	N
011170873	21	13420	23220	129.00	2	6	53680	92880	1085.00	J
011183517	3	4510	17100	130.60	1	3	9020	34200	0.00	N
011185113111		11130	30600	118.00					91.69	O
011188511	30	5260	14553	82.80	6	18	63120	174636	17.00	O
011233125	46	23960	18981	117.00	4	12	191680	151848	37.67	O
011243931	18	5270	18981	98.60	2	6	21080	75924	709.92	J
011247929	5	12020	9025	86.90	2	6	48080	36100	790.79	W
011247954	3	3500	19456	114.90	1	3	7000	38912	627.00	W
011249243231		20040	17100	97.00	13	40	541080	461700	156.85	O
011274345	45	870	4352	11.00	7	21	12180	60928	3.00	O
011282454153		6620	59163	286.00	5	15	66200	591630	306.00	O
011289935	5	7540	21296	171.60	6	18	90480	255552	394.68	C
011292027	3	2060	840	2.50	1	3	4120	1680	3.00	C
011293569	34	4390	9765	35.00	4	12	35120	78120	550.53	C
011293885	2	459	360	2.00	1	3	918	720	1.84	C
011293959	48	2900	14553	31.00	3	9	17400	87318	10.00	O
011303062	6	1950	1575	4.90	1	3	3900	3150	0.00	N
011310640	41	7610	17100	130.60	8	24	121760	273600	2463.00	C
011325865	57	7130	14553	80.00	8	24	114080	232848	2100.00	C
011325899	4	984	4352	11.00					0.31	O
011351541	9	2590	5632	76.60					4.83	O
011351545	5	6760	9025	54.00	2	6	27040	36100	1.90	O
011364372	8	1459.8	400	4.00	1	3	2919.5	800	0.00	N
011374682	15	1040	486	3.00	11	34	23920	11178	0.32	O
011377397	7	1860	4500	28.70	1	2	1860	4500	1.00	O
011380852	2	1630	2880	55.00	2	6	6520	11520	44.00	J
011387428	2	6530	9025	51.00	1	3	13060	18050	0.00	N
011388163	1	9520	17100	132.00	1	3	19040	34200	240.00	W

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
011388164	2	2760	2835	19.30	2	6	11040	11340	0.27	O
011392527	2	2640	2772	16.80					0.24	O
011397385	4	8230	18981	111.00	1	3	16460	37962	808.08	W
011403545	1	2128.5	240	3.00					1.38	C
011412735	12	900	9216	31.00					2.60	O
011413499	2	3440	4752		1	3	6880	9504	0.00	O
011413500	6	4870	4752		1	3	9740	9504	0.00	O
011415724	5	3530	14196		4	4	0	0	0.00	O
011417941	62	12740	18981	130.00	9	27	229320	341658	56.42	O
011419863	1	2570	5152	31.00	1	3	5140	10304	14.26	C
011419864	1	7140	5152	31.00	4	12	57120	41216	14.26	C
011419947	4	6680	14553	85.70	1	3	13360	29106	623.90	W
011444056	5	13210	19754	122.50					4.29	O
011444352	3	1220	600	2.50	1	3	2440	1200	13.65	W
011452720	2	3010	840	3.10					11.28	W
011452757	2	3540	7938	55.20	1	3	7080	15876	200.93	W
011455225	6	1280	768	5.00	2	6	5120	3072	54.60	W
011473037	4	2150	30600	170.00	1	3	4300	61200	0.00	N
011473050	1	2470	2646	13.60	1	3	4940	5292	6.26	C
011481410	1	1199.3	168	1.00	1	3	2398.6	336		
011506759	2	1070	208	3.70	1	3	2140	416	0.05	O
011507127	10	1940		0.50	2	6	7760	0	2.30	C
011510752	77	24710	26013	81.00					2869.02	C
011510792	16	2850	9765	37.00	3	9	17100	58590	272.32	C
011515714	9	13820	33495	165.00					683.10	C
011529520	52	2560	6137	37.00	22	68	117760	282302	885.04	C
011545817	1	2590	2925	15.80					7.27	C
011553021	18	15540	14553	72.70	5	15	155400	145530	601.96	C
011553064	2	1460	9765	31.00	1	3	2920	19530	24.80	J
011557015	11	12430	18981	105.90					2120.12	W
011561371	16	1580	360	4.00					0.45	O
011561394	7	9870	14553	82.50	3	9	59220	87318	265.65	C
011569306	2	750.12	110	1.30	1	1	0	0	0.02	O
011574937	103	7130	59163	286.00	5	15	71300	591630	206.21	O
011582647	2	3780	2940	33.00	1	3	7560	5880	120.12	W
011599015	45	1570	5152	30.60	2	6	6280	20608	9.64	O
011599089	3	1130	600	2.20	1	3	2260	1200	0.05	O
011603802	7	23950	59319	377.00	3	9	143700	355914	1213.94	C
011603874	1	0	12152	75.00					0.53	O
011629449	1	0	600	7.80	9	27	0	10800	0.00	N
011663268	2	6810	16896	108.60					0.00	N
011663339	4	2570	18981	87.30	2	6	10280	75924	0.00	N
011664928	2	2850	540	4.20	3	3	0	0		
011677484	2	5612	4500	20.00	1	3	11224	9000	0.28	O
011683403	11	12430	20691	136.00					10.47	O
011683404	5	12430	20691	136.00					4.76	O
011683405	2	25040	100000	512.70					7.18	O

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
011691112	15	25040	100000	512.70					53.83	O
011696083	2	1044	432	1.00	1	3	2088.8	864	0.96	J
011723705	8	573	768	5.00					0.28	O
011728870	4	2690	1575	14.60	1	3	5380	3150	0.00	N
011729259	2	1910	3528						0.00	O
011746668	6	1290	9025	54.00					2.28	O
011746669	27	1290	9025	54.00					10.26	O
011746817	2	1290	9025	54.00	3	20	21930	153425	0.76	O
011746911	2	723	960	4.70	1	3	1446	1920	0.07	O
011746944	2	885	360	1.50	1	3	1770	720	0.02	O
011746950	2	2320	600	2.00	1	3	4640	1200	0.03	O
011758700	2	5650	9025	46.00	1	3	11300	18050	36.88	J
011758842	4	1750							0.00	J
011779569	2	1990	8736	48.00	1	3	3980	17472	0.00	N
011794064	6	868	4624	30.00	24	74	43400	231200	83.08	C
011820248	2	36860		274.00	3	9	221160	0	3.84	O
011820380	14	2868	384	1.00	1	9	22947	3072	0.12	O
011849493	26	171280	63536	583.00	3	9	1027680	381216	106.11	O
011915687	2	2653.5	2904		2	3	2653.51	2904	0.00	C
011933726	4	2310	6137	29.00	1	3	4620	12274	213.30	W
011952437	25	5340	14553		2	6	21360	58212	0.00	W
011952569	22	1000	275	4.00	4	18	14000	3850	0.63	O
011952608	3	0	360	1.50					8.19	W
011952610	1	1380	360	2.00					4.26	W
011952611	2	585	360	2.00	1	3	1170	720	7.28	W
011969813	5	2340	600	3.00	1	3	4680	1200	27.00	W
011969862	33	168736	12121	75.00					17.33	O
011969867	2	10692	5460	20.00	4	12	85536	43680	0.28	O
011969924	34	33490	18981	118.00	2	6	133960	75924	7301.84	W
011970022	1	9300	7938	37.80	1	3	18600	15876	68.80	W
011970151	2	0	360	2.00	1	3	0	720	7.00	W
011970166	2	289.6	360	2.00	1	3	579	720	7.00	W
011972954	2	1100	600	2.50	2	6	4400	2400	0.04	O
011977912	9	1860	5152	31.00	1	3	3720	10304	514.33	W
011977916	6	2215	1512	3.00	1	3	4430.58	3024	36.04	W
011993952	12	2210	18981	112.00	2	6	8840	75924	0.00	N
011994675	2	13400	600	4.80	1	3	26800	1200	0.00	N
011994678	2	11680	19964	143.00					0.00	N
011994941	2	9830	1575	13.00	1	3	19660	3150	0.00	N
012007282	20	10270	3456	19.00	1	3	20540	6912	152.80	J
012011341	8	4660	600	3.00	1	3	9320	1200	43.68	W
012013256	25	2640	2772	16.80	3	9	15840	16632	2.94	O
012019707	1	828	600	2.50	1	3	1656	1200	0.02	O
012022217	7	875	880	4.00	2	6	3500	3520	11.20	J
012027170	8	25040	100000	512.70	3	9	150240	600000	28.71	O
012033465	1	291	360	2.00	3	9	1746	2160	3.64	W
012033480	139	1430	4536	18.50	6	18	17160	54432	1182.89	C

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
012049795	2	1720	9765	55.00	1	3	3440	19530	44.00	J
012053007	30	35320	18981	104.00	2	6	141280	75924	5678.40	W
012061331	12	8740	30450	95.00	6	18	104880	365400	526.61	C
012061839	7	9500	9025	52.70	1	3	19000	18050	671.40	W
012062248	16	8310	7938		2	6	33240	31752	0.00	W
012107782	1	12560	13209	85.70	2	6	50240	52836	34.00	J
012118100	4	4640	53125	170.00	1	5	18560	212500	4.76	O
012119128	36	12430	20691	103.00	3	9	74580	124146	25.96	O
012119129	2	4600	1575	10.90	1	3	9200	3150	0.15	O
012132193	7	13210	19754	122.50					6.00	O
012132194	26	14270	19754	122.50					22.00	O
012132334	20	112036	26013	116.00	1	3	224072	52026	4222.00	W
012132602	2	1490	600	3.00	1	3	2980	1200	10.92	W
012132605	2	1671.5	256	1.00	1	3	3343	512	5.00	W
012132606	2	5634.5	256	1.00	1	3	11269	512	5.00	W
012135778	1	2470	8228		3	9	14820	49368	0.00	C
012153453	4	826	700	6.00	1	3	1652	1400	0.00	N
012204975	1	595			2	6	2380	0	0.00	N
012212827	2	575	360	2.00					7.00	W
012220088	2	4300	3888	21.00	8	24	68800	62208	0.29	O
012223412	84	2420		21.40					0.00	N
012225207	2	1960	504	2.00	1	3	3920	1008	0.00	N
012225210	1	1090	504	2.00	1	3	2180	1008	0.00	N
012225212	1	5710	504	2.00	1	3	11420	1008	0.00	N
012227790	4	1090	504	2.00	1	3	2180	1008	0.00	N
012230011	13	44760	26013	139.60	1	3	89520	52026	0.00	N
012231635	2	8200	4608	21.00	1	3	16400	9216	77.90	W
012236030	10	0							0.00	O
012255561	14	12430	18981	105.90	1	3	24860	37962	2698.33	W
012259780	7	460.83	840	11.60	4	12	3686.64	6720	0.57	W/O
012268569	2	614	864		2	6	2456	3456	0.00	O
012270723	1	0								
012290945	2	4300	3888	21.00					0.29	O
012330062	2	23040	112530	494.00					6.92	O
012341558	1	2070	19500	70.00					0.49	O
012343373	2	8500	12	63.00	1	3	17000	24	57.96	C
012343562	4	6990	8	33.00					61.00	C
012358959	1	0	14553	113.40					0.79	O
012377850	7	1340		17.80	2	6	5360	0	0.87	O
012405415	2	6810	17100	108.60	2	6	27240	68400	0.00	N
012423788	4	3870	14553	83.00	1	3	7740	29106	606.00	W
012423803	9	3870	9025	34.00	2	6	15480	36100	556.92	W
012426449	21	10440			1	3	20880	0	0.00	W
012426450	10	3870	14553	62.00	4	12	30960	116424	1128.00	W
012429740	1	723	840	2.50	1	3	1446	1680	1.00	C
012502886	1	2770	840	2.50	1	3	5540	1680	0.02	O
012509284	40	2770	14553	31.00	2	6	11080	58212	8.68	O

APPENDIX D
ITEMS REPAIRED BY CV-66 AIMD, MAY-NOVEMBER 1989

NIIN	CV66 FIX	AVDLR PRICE (\$)	SIZE (CU IN)	WGT (LBS)	AVCAL ALLOW (QTY)	AVCAL CHNGE (QTY)	COST CHNGE (\$)	CUBE CHNGE (CU IN)	SHIP CHRG (\$)	NAS FIX
012519095	20	13700	14553	51.50	4	12	109600	116424	7.21	O
012525479	49	17680	12054		2	6	70720	48216	0.00	O
012539197	15	0	11109	52.90	5	15		111090		
012539432	5	1030	1100		6	7	1030	1100	0.00	O
012540673	1	17840	15600	31.00	1	3	35680	31200	0.00	N
012567411	2	4470	7938		2	6	17880	31752	0.00	N
012582518	7	0	20160	125.00					6.13	C/O
012590939	4	1280	360	1.50	7	21	17920	5040	0.04	O
012714573	74	13820	33495	165.00	6	18	165840	401940	5616.60	C
012755698	4	0	33495	103.00	2	6		133980	189.52	C
012762087	3	0							0.00	N
012789140	3	6840	10400	16.80	1	3	13680	20800	91.73	W
012801609	19	12440	6137	23.70	1	3	24880	12274	819.55	W
013028637	18	0	14553	91.00	5	15		145530	11.47	O
013091415	2	0	384	5.00					4.00	J

TOTAL AVCAL COST CHANGE: \$ 2.1E+07 3.9E+07 CU IN

TOTAL AVCAL CUBE CHANGE: 22596.2 CU FT

SHIPPING: \$ 148,486

LIST OF REFERENCES

1. Office of the Chief of Naval Operations Instruction 4790.2E (OPNAVINST 4790.2E, Vol. III), The Naval Aviation Maintenance Program (NAMP), Intermediate Level Maintenance, 1 January 1989.
2. Office of the Chief of Naval Operations Instruction 4790.2E (OPNAVINST 4790.2E, Vol. V), The Naval Aviation Maintenance Program, Maintenance Data Systems, 1 January 1989.
3. Commander Naval Air Forces Atlantic Fleet Instruction 4423.9A (COMNAVAIRLANTINST 4423.9A), "Aviation Consolidated Allowance List (AVCAL) Quality Reviews, Procedures and Information Pertaining to," 11 October 1983.
4. Aviation Supply Office Field Instruction 4441.15F (FASOINST 4441.15F), "Organizational Support Inventory (OSI) for Ships and Marine Air Groups (MAGs) Utilizing the Aviation Consolidated Allowance List (AVCAL) Process," 15 March 1986.
5. Mitchell, M. L., CDR, USN, "A Retail Level Inventory Model for Naval Aviation Repairable Items," Master's Thesis, Naval Postgraduate School, Monterey, California, 14 December 1987.
6. Naval Supply System Command Instruction 4440.160A (NAVSUP INSTRUCTION 4440.160A), "Policy for Management of Authorized Stock Levels (Fixed Allowances) for Navy Depot Level and Field Level Repairables," 25 February 1986.
7. Blanchard, B. S., Logistics Engineering and Management, Prentice-Hall, Inc., 1986.
8. Naval Supply System Command Instruction 4610.37A (NAVSUP INSTRUCTION 4610.37A), "QUICKTRANS Airfreight System," 25 November 1988.
9. Department of Defense Instruction 5154.29 Change 25 (DoD INSTRUCTION 5154.29), "Military Pay and Allowances Entitlements Manual," 31 March 1990.
10. Naval Supply System Command Publication 527 (NAVSUPPUB 527), "Warehouse Modernization and Layout Planning Guide," March 1985.

11. Naval Supply System Command Publication 485 (NAVSUPPUB 485), "Afloat Supply Procedures," 30 July 1989.
12. Navy Maintenance and Material Management Information System (NAMS0 4790-A7961-01), "Aircraft Intermediate Maintenance Department Repair History Summary," USS America (CV 66), May through August 1989, 3 October 1990.
13. Navy Maintenance and Material Management Information System (NAMS0 4790-A7961-01), "Aircraft Intermediate Maintenance Department Repair History Summary," USS America (CV 66), May through September 1989, 3 October 1990.
14. Navy Maintenance and Material Management Information System (NAMS0 4790-A7961-01), "Aircraft Intermediate Maintenance Department Repair History Summary," USS America (CV 66), May through November 1989, 3 October 1990.
15. U. S. Navy, Aviation Supply Office, Sample List of AVCAL Allowances, 12 August 1990.
16. U.S. Navy, Aviation Supply Office, "Aviation Consolidated Allowance List for USS America (CV 66)," 11 November 1989.
17. NAVSEA No. 1999692, Blueprints of USS America (CV 66) Gallery Deck, Main Deck, 01 Deck, and 02 Deck, 23 October 1990.
18. Naval Sea Systems Command, Measurements of USS America (CV 66) AIMD Spaces, 21 September 1993.
19. Naval Sea Systems Command Instruction 5400.83 (NAVSEA INSTRUCTION 5400.83), "Aircraft Carrier Program (PMS 312)," 11 June 1987.
20. Telephone conversation between Dick Cooper, Commander Naval Air Forces Atlantic Fleet Code N422B35 and the author, 23 November 1993.
21. Telephone conversation between Buddy Spears, QED Systems, Incorporated and the author, 28 November 1993.
22. Telephone conversation between Charles Vester, Naval Station Norfolk Public Works Department and the author, 29 November 1993.
23. Telephone conversation between Connie Johnson, Naval Supply Center Norfolk and the author, 29 November 1993.

24. Naval Sea Systems Command, "USS America (CV 66) AIMD Bench Matrix, System Number Sequence," 23 October 1990.
25. Telephone conversation between AVCM Bollen, NAS Cecil Field AIMD IM3 Division LCPO and the author, 28 November 1993.
26. Telephone conversation between ATCS Montgomery, NAS Norfolk AIMD IM3 Division LCPO and the author, 28 November 1993.
27. Telephone conversation between CWO3 Decker, NAS Oceana AIMD Assistant IM3 Division Officer and the author, 29 November 1993.
28. Telephone conversation between ATCS Frazier, NAS Jacksonville AIMD IM3 Division and the author, 28 November 1993.
29. Telephone conversation between Jim Arico, NAS Cecil Field Public Works Department Engineering Division and the author, 27 November 1993.
30. Telephone conversation between Robert Dunford, Naval Material Transportation Office (NAVMTO) and the author, 28 October 1990.
31. Office of the Chief of Naval Operations Instruction 1000/2 (OPNAVINST 1000/2 Rev 9-82), "Manpower Authorization," USS America (CV 66), 17 March 1989.
32. Office of the Chief of Naval Operations Instruction 1000/2 (OPNAVINST 1000/2 Rev 9-82), "Manpower Authorization," NAS Norfolk SEAOPDET, 16 June 1989.
33. Office of the Chief of Naval Operations Instruction 1000/2 (OPNAVINST 1000/2 Rev 9-82), "Manpower Authorization," NAS Oceana SEAOPDET, 11 April 1989.
34. Office of the Chief of Naval Operations Instruction 1000/2 (OPNAVINST 1000/2 Rev 9-82), "Manpower Authorization," NAS Jacksonville SEAOPDET, 1 May 1989.
35. Office of the Chief of Naval Operations Instruction 1000/2 (OPNAVINST 1000/2 Rev 9-82), "Manpower Authorization," NAS Cecil Field SEAOPDET, 8 July 1989.
36. Office of the Chief of Naval Operations Instruction 1000/2 (OPNAVINST 1000/2 Rev 9-82), "Manpower Authorization," NAS Whidbey Island SEAOPDET, 5 June 1989.

INITIAL DISTRIBUTION LIST

Defense Technical Information Center Cameron Station Alexandria, Virginia 22304-6145	2
Library, Code 52 Naval Postgraduate School Monterey, California 93943-5002	2
Professor Thomas P. Moore Naval Postgraduate School, Code SM/Mr Department of Systems Management Monterey, California 93943	1
Professor Keebom Kang Naval Postgraduate School, Code SM/KK Department of Systems Management Monterey, California 93943	1
Defense Logistics Studies Information Exchange United States Army Logistics Management College Fort Lee, Virginia 23801-6043	1
Lieutenant Robert L. Shoemaker 1169 Pond Cypress Drive Virginia Beach, VA 23455	2